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OCTOBER, 1905

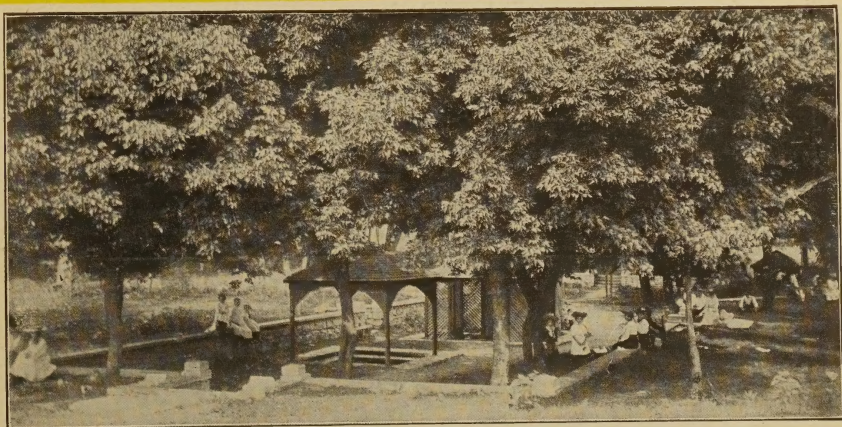
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# CURRENT EVENTS

AN AGRICULTURAL, HORTICULTURAL AND INDUSTRIAL MAGAZINE  
DEVOTED TO THE DEVELOPMENT OF  
MISSOURI, KANSAS, ARKANSAS, INDIAN TER.,  
LOUISIANA AND TEXAS.



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## To the Advertising Patrons of "Current Events."

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Mr. E. N. Brown of Kansas City, Mo., is herewith authorized and empowered to make advertising contracts in behalf of "CURRENT EVENTS," published by the Kansas City Southern Railway Company, and to make collections of accounts for advertisements inserted in said magazine.

S. G. WARNER, G. P. & T. A.

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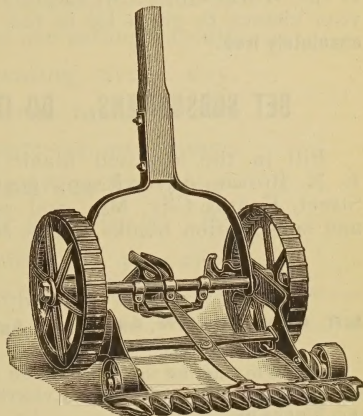
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This contest is open to all. Sample copies of **CURRENT EVENTS** will be furnished free to those who wish to compete for the prize. **CURRENT EVENTS** is an industrial and farm magazine, published quarterly under the direction of the Kansas City Southern Railway Company. It contains 48 to 60 pages each issue, and the subscription price is so low that every one interested in farm and agriculture should become a subscriber. Each one who enters the contest will be notified by letter each week of the standing of the contestants. There is no drawing or game of chance in this. It is a plain proposition of a town lot transferred by warranty deed, absolutely free of any incumbrance and absolutely free of cost, to the person who secures the largest number of subscribers for **CURRENT EVENTS**. Go to work today. Ask your friends to subscribe. Canvas your locality. **You can get it if you try.**

Marble City, Indian Territory, is located 281 miles south of Kansas City on the main line of the Kansas City Southern Railway. It is so named because of the wonderful marble deposits lying within one-half mile of the center of the city. It is a growing, prosperous and enterprising town, and prospects are that it will make one of the best towns in northern Indian Territory. Residence lots are selling from \$35.00 to \$85.00 each, according to location, and business lots bring around \$350.00 each. The town has several good stores doing a good business. It has a newspaper, a bank being organized, a cotton gin, a spoke and handle factory, and the marble quarries are being worked by the Southern Marble Company. About \$25,000.00 worth of machinery has been placed in operation since January 1, 1905, at the marble quarries, and this will be one of the greatest industries of the South within a few years. Experts say the marble is superior to the product from the great marble quarries of Vermont. The marble from Marble City took the Gold Medal at the World's Fair, St. Louis, 1904. Now is your chance to get a lot in this growing city **absolutely free.**

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This premium is given in addition to all clubbing rates and agent's special discounts.

## READ THIS!

[From The Marble City Enterprise, published July 15, 1905.]

Have you seen the Kansas City Southern magazine, **CURRENT EVENTS**? It is a most interesting and instructive publication to all parties interested in this section of the country or in any part of the country along the line of the Kansas City Southern Railroad. The subscription price of this publication is only 25 cents per year and it is worth many times that sum. If you do not take it you should make arrangements to do so at once. Subscriptions will be taken at this office or if you prefer to order direct address **CURRENT EVENTS, Kansas City, Mo.** The publishers of **CURRENT EVENTS** are making an extra effort to increase the circulation of the magazine this summer, and among other things have purchased from the Marble City Townsite Company lot number eight in block eighty-eight, which they are offering as a prize to the person that will send in the largest list of subscribers. The lot is a valuable resident lot situated near the public park and is well worth \$50. If you are interested in this offer and want to take subscribers for the publication and compete for this valuable prize address a letter to **CURRENT EVENTS** for full particulars.

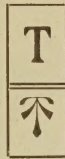
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**E. BEE GUTHREY,      Marble City, Ind. Ter.**



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invites you to come and locate. The lands are cheap and productive. A most desirable place for home-builders. Young men with energy can accumulate wealth rapidly, and old men with means can live comfortably at a small outlay.

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For further information address

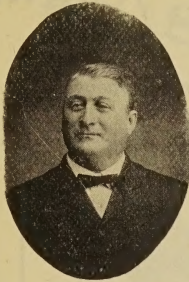
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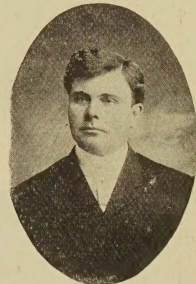
and tell us what kind of property you have for sale, where it is located, and state your best cash price. We will then write and tell you just what we can do for you. It will cost you nothing to learn about our unique and wonderfully successful methods, and they will surely interest you, even if you have no idea of placing your property in our hands. Remember it makes no difference whether your property is worth \$500 or \$500,000, or whether it is farm, residence, city, country, business, or any other kind of property. Write today—now—and you will promptly hear from us.

**We Buy no Matter Where Located.**

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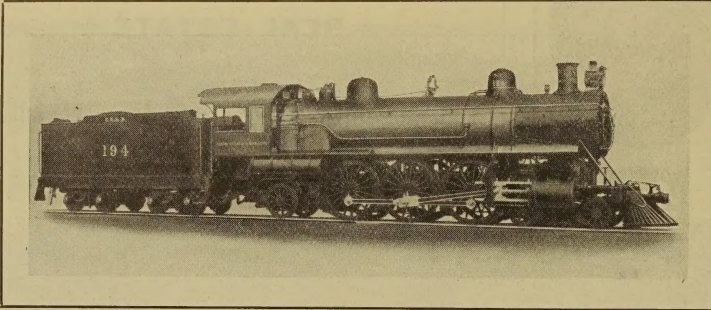


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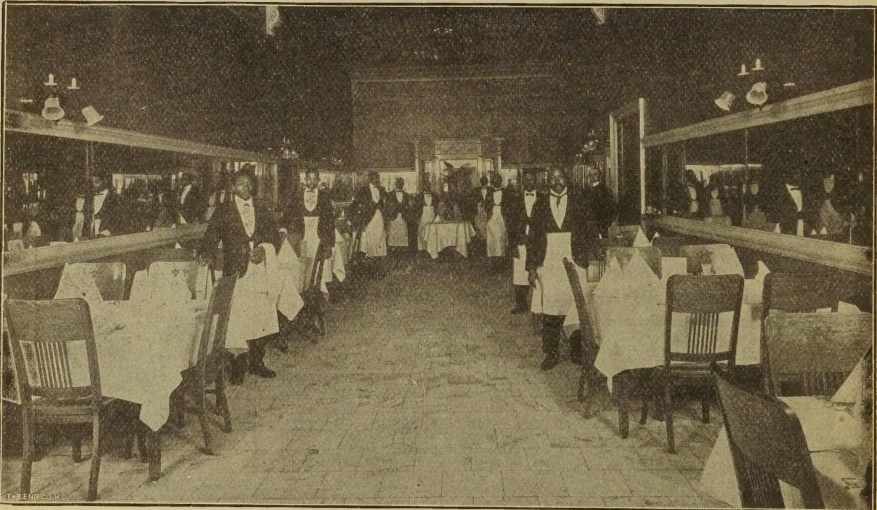
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GOLDEN OPPORTUNITIES DO NOT COME  
EVERY DAY

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## “KINTA”

We are now offering lots in the beautiful town of KINTA at \$40.00 each.

KINTA is on the line of the Fort Smith & Western Railroad and has within its limits and in close proximity to it:

**Farming lands as fertile as the Valley of the Nile;**

**Grazing lands with as long grass as cattle ever fed upon;**

**Coal lands belonging to one of the richest coal fields in the world;**

**Timber lands heavily wooded with pine, oak, hickory and gum.**

The location of KINTA is good, being in the heart of the Indians' garden land.

The townsite is ideal, being high, dry and well drained.

The atmosphere is pure and healthful, and the climate a happy medium.

The opportunity of a lifetime is now offered to you, and you can now get lots in KINTA for \$40.00 each. Do not delay; delays are dangerous; to-morrow may be too late.

WHEN YOU READ THIS  
WRITE FOR FURTHER INFORMATION TO

**The O'Hara Pendergrass Realty Co.**

**710½ GARRISON AVE.,**

**FORT SMITH, ARK.**

# CURRENT EVENTS

OCTOBER, 1905

VOLUME FIVE

## CONTENTS

NUMBER ONE

	PAGE
Corn, Wheat and Poultry, 1905	3
The Witch of Seneca— <i>F. E. Roesler</i>	4
Along the Country Roads	6
The World's Production of Minerals	12
Some Fruit Notes	13
Bill's in Trouble	14
A Word to the Renter	14
The Southern Truck Garden (Continued)	16
Improvements in Joplin, Mo.	20
In the Matter of Good Roads	22
Spiro, I. T.	23
Siloam Springs, Ark.	24
The K. C. S. Peach Excursion	26
Mena, Ark.	27
Utilization of Waste Products	28
Industrial Notes	30







Cliffs at Madge, Mo.

*Guilliams, Siloam Springs, Photogr.*

## Corn, Wheat and Poultry.

The State Board of Agriculture of Kansas has just published the bulletin for 1905. The figures given, while not final, show that 5,854,047 acres were sown in wheat and that a crop of 75,576,867 bushels was harvested. The quality is reported as excellent. Barton County leads by far all the others with an aggregate of 3,552,757 bushels. This is the state's third greatest wheat crop, the largest being in 1904, 99,079,304 bushels, and the second that of 1900, 77,339,091 bushels.

The area planted to corn is 6,775,979 acres or about 281,000 acres more than last year. The condition of the crop in August was excellent.

A compilation of the crops of the Indian Territory and Oklahoma for 1904, made by the Secretary of the Muskogee Commercial Club, shows that the Indian Territory had in 1904 an acreage in corn of 1,695,957, producing 54,625,007 bushels valued at \$21,850,003, while Oklahoma in the same year had 1,729,953 acres which produced 48,611,679 bushels, valued at \$18,958,555. In oats the Indian Territory had an acreage of 216,782, producing 6,980,380 bushels, while the production in Oklahoma was 6,002,080 bushels produced from 283,117 acres.

The cotton production shows an acreage of 702,000 acres and a crop of 279,575 bales in the Indian Territory, against 170,000 bales produced from 326,391 acres in Oklahoma. On January 1st, 1905, Arkansas had 1,031,245 hogs, valued at \$3.63 per head. The Indian Territory had 708,823 head, valued at \$4.73 per head. The total valuation of hogs in Arkansas was \$3,743,419 and for the Indian Territory, \$3,352,733. On January 1st, 1905, the Indian Territory had a million dollars more in hogs than had Oklahoma. The coal production of the Indian Territory was 3,000,000 tons, and the lumber sales amounted to \$1,000,000.

The cotton crop of 1905 has yet to mature before any reliable estimates

can be made as to the magnitude or its quality. During 1904 some phenomenal crops of cotton were grown in Western Arkansas. Mr. R. F. Hamblin of Winthrop, Little River County, Ark., has a cotton farm one mile south of town, from which he obtained three and one-half bales of cotton of 500 pounds each per acre. This cotton grew on common upland, which had been fertilized with manure. The lint from this cotton brought \$236.25 per acre and the seed, \$25.85, making a total of \$262.10 per acre. The cost of production and marketing was \$54.32 per acre, leaving a net profit of \$207.78 per acre. The market value of the land on which this cotton was grown is \$10 per acre.

The Missouri Bureau of Statistics has completed its work of compiling the poultry reports from 114 counties in the state. It appears that the surplus poultry product shipped from the various counties, not counting that part which was consumed at home, amounted in the aggregate to \$31,642,762.61, and consisted of the following items:

Live poultry, 168,454,747	
pounds at 8 cents. . . . .	\$13,476,379.76
Dressed poultry, 48,553,-	
636 pounds at 10 cents. . . . .	4,855,363.60
Eggs, 93,007,415 dozen,	
at 14 cents. . . . .	13,021,046.10
Feathers, 642,607 pounds,	
at 45 cents. . . . .	289,973.15
Total value. . . . .	\$31,642,762.61

This enormous product would have filled 20,751 cars. The live poultry alone, allowing 16,000 pounds to the car, would have filled 10,529 cars; the dressed poultry, allowing 20,000 pounds to the car, would have filled 2,428 cars. The eggs would require 7,751 cars, allowing 400 cases to the car and forty-three cars would be required to carry the feathers, allowing 15,000 pounds to

the car. The export is estimated to be two-fifths of the entire product, the home consumption being three-fifths of the whole. On this basis the entire production of the state would be 542,520,955 pounds of poultry, of which 95 per cent would be chickens. The total value of the poultry product, counting in the shipments as well as the home consumption for 1904, was \$79,106,906.50. This would exceed by \$6,000,000 the total value of the corn pro-

duct of twenty-four states, and is greater by \$2,000,000 than the total value of the corn, oats and wheat produced in ten of the states. It is estimated that in ten years the Missouri hen could, unaided, pay the entire Russian war indemnity of \$1,000,000,000 claimed by Japan, and that one year's annual income from the poultry products of Missouri, would be almost sufficient to maintain the United States navy.

## The Witch of Senecu.

F. E. ROESLER.

As I approached Patricio's house for the purpose of consulting him about the arrangements for tomorrow's expedition, I heard a shrill feminine voice laying down the law to some one within. After waiting fifteen minutes for the agitation to subside, and observing no abatement thereof, I walked up to the door and knocked. Patricio opened the door, and I noticed that only he and his wife were within.

"Buenos tardes, amigo," and we shook hands. Mrs. Patricio went out by way of the back door, and after satisfying himself that she was well out of hearing, he said: "You have made a whole lot of trouble for me, amigo. Since you told us how the white women in the big cities lived, my good wife is not as well satisfied as formerly. She now wants me to buy new clothes for myself and for herself, she wants a new stove, a carpet, new furniture, and enough of other things which I could not pay for in ten years." Then he sighed, "Of course, we can't get along without women, and I love mine, even if her tongue is much too sharp, but they make us much of trouble." After very deliberately stuffing his pipe and getting it to fuming, he asked: "Have you ever heard of the great trouble-maker at Senecu on the other side of the Rio Grande? No? Well, I will tell you about her. She is now dead about fifty years.

"Among the Senecu Indians, whose pueblo is in Mexico, just across the

river, there was an exceedingly comely maiden, who through her beauty and coquettish ways embroiled three tribes in war, which lasted nearly as long as she lived, and cost many lives.

"The Comanches had for a number of years been at peace with the different Pueblo tribes on the river, and when any of their bands strayed this far west they would occasionally pay a friendly visit. The limit of their territory was the Pecos River, and when they came this far it was with the consent of the Apaches. A party of Comanches visited the village of Senecu, and while there were well entertained. It has always been the custom on such occasions for the young women to keep out of sight as much as possible. This young maiden of whom I speak, and whose name was Ysadora, was really the prettiest young woman in the tribe, and most of the young men had nearly broken their necks in turning around to look after her when she passed along the street. Three or four had even gotten into a fight about her, and the padre and the elders had several times admonished her. A dozen were in love with her, and she flirted with them all, as no modest and well behaved young woman should do.

"When the Comanches came, she was especially admonished to stay within doors and remain unseen. Notwithstanding this, she carried on a flirtation with Sleeping Wolf of the Comanches. He was a strong and come-



ly young man, a heathen—and a savage one at that—the ways of his people were different from ours in every way, and the daughters of the Pueblos were not raised to be bestowed upon wandering savages.

"The young man had not taken to himself a wife, and had not seriously thought of such a matter before. On his way back to the Palo Duro Canon on the Llano Estacado, where his people were encamped, he thought much about the pretty Ysadora. When he drank from the springs in the mountains, he saw her face, and when he closed his eyes he was in Senecu and saw Ysadora. Among the young women of the Comanches he saw none fit to be the wife of Sleeping Wolf. He sat in his wickiup and thought and thought and moped for weeks, and one day he disappeared, together with his horse, lance, bows and arrows.

"It was a long journey, six hundred miles to Senecu, but he arrived there safely. He boldly went to the village and offered a large number of horses, yet to be stolen, for the maiden, who fled from him in alarm. The elders of the village told him kindly that his wish could not be. Sleeping Wolf then sadly withdrew, but, hiding himself in the thickets of the Rio Grande, remained in the neighborhood unseen. From close observation he learned the ways of the inhabitants of the village, and one evening when the people of Senecu were returning from church, he knocked a young Senecu Indian down with a club, seized and gagged his companion before she could cry out, and was gone.

"Twenty-four hours travel brought him to the Carrizo Mountains, where he rested and gave his own and a stolen horse an opportunity to feed.

"The young man in Senecu was found in a senseless condition shortly after his knock-down. When he came to, he inquired after Ysadora, and then it was learned that she was missing. Early in the morning a trail was found on the east bank of the river, and a party started off in pursuit. Late in the following afternoon Sleeping Wolf reached the Guadalupe range, but noted on the way that he was being pursued. He fled into a rugged canon,

where he had to abandon his horses. The Indians soon appeared, and, taking the girl in his arms, she being unable to walk, having been securely bound so long, he attempted to reach a steep hilltop some five hundred feet above him. He knew that once on top he could defend himself and also recover the horses. The Indians following him were Apaches, and he was in their territory without their consent, and he knew the consequences of trespassing.

"He strained every nerve in the effort to reach the top, with his burden of one hundred and fifty pounds. He staggered upward and upward, and the perspiration poured from him in torrents. The veins on his body lay on the skin like whip cords, and his breath came short and fast. Fifty feet more would bring him to the top and safety. The Apaches were approaching rapidly. One supreme effort would save him and his bride. He reeled, a streak of fire shot through his breast, the blood gushed from his mouth and nose and he fell in a heap.

"When the four Apaches reached the spot, Sleeping Wolf was dead. They gazed with admiration on the maiden, for no Apache woman had ever been as beautiful as she. One tried to seize her by the arm, when another interfered. There was the flash of a knife-blade and one warrior sank on his knees. The terror stricken Ysadora, partially recovered from her lameness, ran down the hill, and he with the knife went after her in pursuit, while the other two wantonly shot an arrow into the dead body of Sleeping Wolf. Suddenly they heard a death cry in the valley, and saw their companion fall with an arrow through his heart. Rushing down the hill opposite, they came upon a young Senecu Indian, who picked up the exhausted girl, raised her in his arms and hastened up the hill. He was beyond bow shot, and the two Apaches, seeing only one Senecu, rushed toward the valley to overtake him. Before they could reach him, he reeled and fell with a torrent of blood gushing from his mouth. He was the one who had been struck down in Senecu, and now he was dead. The girl's father, Dominico,

and a dozen others came over the hill, and the Apache nearest to Ysadora was pierced by an arrow and died. The other fled and escaped.

The party returned to Senecu, and Ysadora went with them to her home. After her return to the village, the young men turned away from her when she passed them in the street. The other young women, who had suffered much by her flippant ways, spread the story that she had an evil eye and had lured five men to their death, and was the cause of trouble to which there was apparently no end. She was tabooed.

"The Comanches after a time found a skeleton and in it two arrows, and a bitter war sprung up between the Comanche and Apache tribes and many were slain. The Senecu and other Pueblo villages were raided again

and again by the Apaches. Many lives were lost, and many years passed before a flimsy peace was patched up.

"No woer ever came to Ysadora after her return; with the years she grew old and ugly; the children pointed their fingers at her in scorn, and their elders declared her a witch. Again and again the good padre had to exert all his ingenuity to save her from destruction, and she died more than 90 years old, a stranger among her own people, and bitterly reproached from day to day for the evil she had wrought.

"When death came to her, he was welcome. She was buried in consecrated ground, against the protest of the village, but the young padre was the only mourner at her grave.

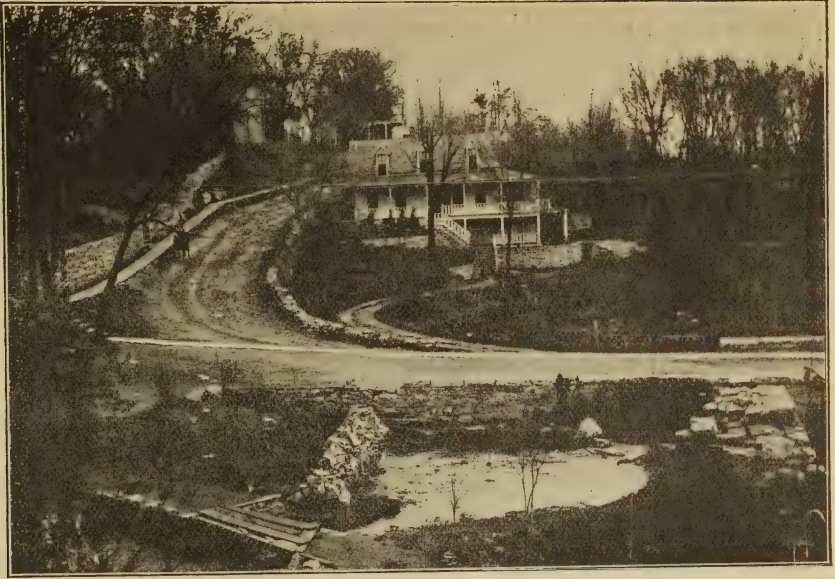
"Yes, yes, these women make us much of trouble."

## The Landscape.

### ALONG THE COUNTRY ROADS IN THE OZARK REGION.

Very few people, even those resident in the towns of the Ozark Region, have any conception of the natural beauty of the landscape lying along the roads leading from and connecting the various towns in Southwestern Missouri and Northwestern Arkansas. The commercial traveller, engrossed with the details of the bill of goods he expects to sell in the next town, is too busy, as a rule, to note the features of the landscape. The farmer with his wagon load of chickens, apples, cordwood or berries has seen the landscape so many times that the market price of chickens and eggs is of greater interest to him than the beauties of the country passed through. The country is hilly and even mountainous in places, but the elevations are not so stupendous as to exclude from view a comparatively large scope of country. Unlike the Rocky Mountain country, the landscape is not hemmed in by continuous ranges of high mountains, but rather presents a panorama of exquisite scenery as the journey proceeds. In the Ozark landscape, there is always something beyond the immediate range of vision that is more beautiful than the piece of road already passed over. In place of a gray wall

of towering rock, there is visible in the distance the deep green of a timbered hill crest, suggesting many scenic possibilities beyond. In April, May and June, the landscape is bedecked with wild flowers, among which the daisy is not a stranger. The damp and shady places are full of violets, spring beauties and the flowering wild onion, while the hill sides and valleys are resplendent with the dogwood, haw and wild plum and crab blossoms, and the hundreds of orchards and berry patches contribute their share to the symphony in colors of the spring; in June, July and August the wild roses, the morning glory and the Virginia creeper's brilliant blossoms illuminate the deep green of the dense and more somber looking patches of forest, which, near the streams, are occasionally covered by a most delicate and exquisite veil of light green formed by the climbing vines that run from tree to tree. Every shady nook is full of waving ferns and in the spring branches and clear pools are water cress and water lilies. It is the season when Bob White, Cock Robin and the impudent blue jay are getting the best there is in life, when the big bullfrog in the pool and the little fel-



County Road near Neosho, Mo.

lows of his ilk have much to say about the sunset and the moon, and the fox and the gray squirrels chase each other through the foliage, and it is also the time when the hungry bass mistake a wad of feathers for a new kind of a bug or a revolving spoon for a live minnow. In September and October, while the golden rod and the sunflowers are struggling for possession of the road side, the

hill sides and the valleys are aflame with color as the forest foliage turns carmine and yellow, and the maples and oaks stand forth in all their glory.

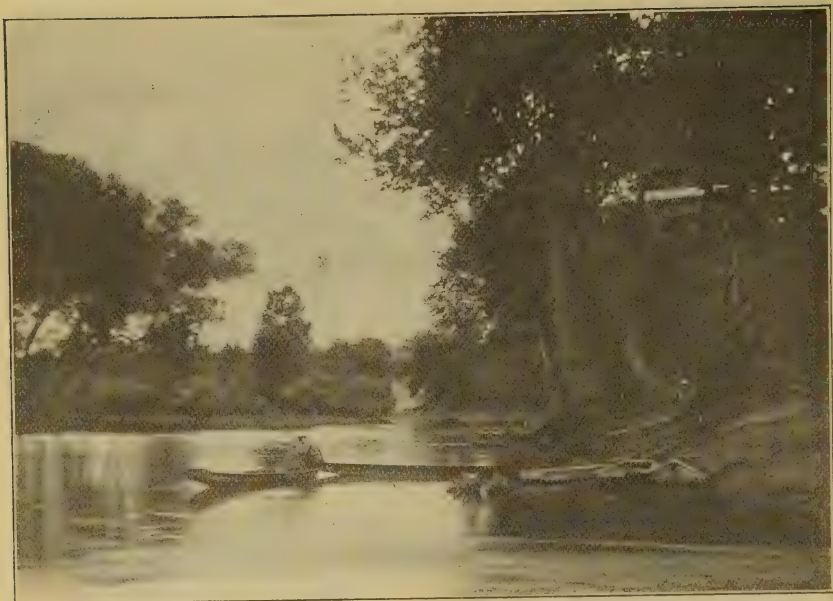
In the Ozark Region the roads rarely follow the section lines, except in the valleys and the tablelands, where the land is fairly level. The roads, as a rule, are smooth and hard gravel thoroughfares, almost entirely



Indian Creek at Lanagan, Mo.

*Guilliams, Photogr.*





Cowskin River at Noel, Mo.

free from mud or dust. In the uplands they wind around the hills, cross the table lands, follow the ridges or parallel the streams, maintaining as far as practicable the easiest grades. The whole was originally well wooded, but the greater part of the forest has been replaced by farms and orchards. Nearly all the roads are well shaded, though small areas of prairie land are occasionally traversed.

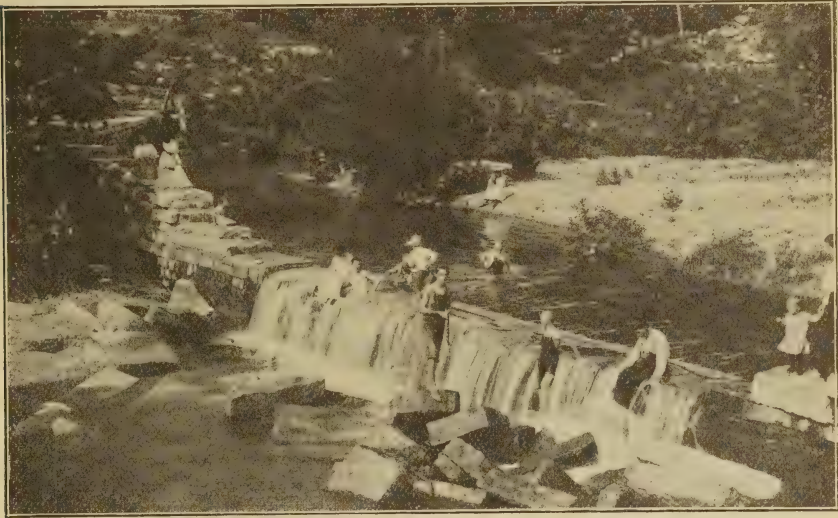
Neosho, Mo., one of the most beautiful little cities in the state of Missouri, was never built for or intended to be a summer resort by its inhabitants. It is, as a matter of fact, an important commercial city, but has nevertheless all the features essential to the comfort and entertainment of the summer visitor. In the general aspect, it is more like a great park than a commercial city. It is surrounded on all sides by high hills, some sloping gradually from top to bottom, others steep and abrupt and some presenting sheer walls of limestone over 150 to 200 feet in height. From nearly all of them issue great springs, some of them large enough to furnish power for manufacturing purposes. Several beautiful small rivers affording magnificent scenic effects, meander through the adjacent country, which is covered with orchards, vineyards

and strawberry patches. During the year 1905 over one thousand acres were devoted to strawberry culture. Neosho is essentially a natural watering place. It has from eight to ten large springs within the city, furnishing the purest of water in abundance, and three artesian wells affording valuable medicinal waters. An hour's drive in any direction will bring within the range of vision a panorama of picturesque hills, deep valleys, steep bluffs and cliffs, beautiful swift flowing streams full of fine game fishes, numerous great springs, a large number of prosperous farms, orchards, vineyards and berry patches. There is not a mile of road within easy reach of town which would not prove interesting to any one driving over it. Among the many points of interest at and near Neosho is the U. S. Fish Hatchery, with its numerous spring-fed ponds and large springs issuing from the adjacent bluffs and its general park like arrangement.

The hill country proper begins in McDonald county, Missouri, extending southward into Arkansas. Between Neosho, Mo., and Lanagan, Mo., the country is undulating, but from Lanagan south it is more rugged and more distinctly a mountainous country than further north.

From Lanagan, Mo., to Noel, Mo., a distance of five miles, is a good gravel road following the meanderings of Indian Creek to its junction with the Cowskin or Elk River, and thence on to Noel, situated within a mile or so of the state line. A few hundred yards from Lanagan the road crosses Indian creek, just below a large mill dam, and the remains of an old mill, and thence winds its way along the hillsides and rocky bluffs, through several fine orchards to the narrows of Elk river, a series of immense cliffs 200 to 300 feet high and overhanging the stream, which, by the way, is one of the finest fishing streams in Southwest Missouri. Just below the junction of

Noel lies on the south bank of the Cowskin river, and is the most southerly railroad station in Missouri on the K. C. S. Ry. Before reaching Noel the road passes at the foot of perpendicular ledges of solid limestone, over 200 feet in height. Crossing the river, which turns sharply to the northwest, the road for a half mile or so runs under Avery's Bluffs, one of the most picturesque spots in the Ozark Region, a series of hanging ledges making virtually a 'roof for the road to the rapids of the river, which extend over another half mile and not far beyond are the Cedar Bluffs towering above the road several hundred feet. At most of these places the river is so clear, flowing as it

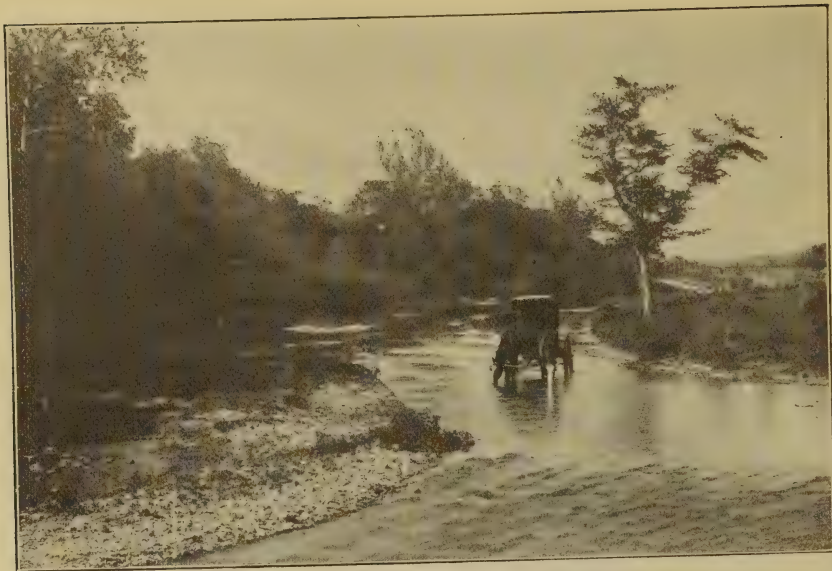


Bathing Pool at Sulphur Springs, Ark.

Indian creek and Elk or Cowskin river, is Madge, a small railroad station, lying in a short bend of the river. The ends of the bend are within a quarter mile of each other, and the bend itself is about three miles long, any part of which is within half a mile of the station. Most of the land enclosed within the bend lies from 150 to 250 feet above the river, and from the ridge on top, the river can be seen for a good, long distance. The road continues under the great cliffs and along the river bank for about three miles to Noel. Several great springs, one of them large enough to supply a whole town with water, gush out from the rocks and flow off into the river.

does over a gravelly bottom, that the schools of fish can be clearly seen.

From Noel to Pineville, the county seat, a distance of about eight miles, the road passes under the cliffs a considerable part of the way, and as these tower from 250 to 300 feet, they present a continuous panorama of beautiful views. The Elk or Cowskin river along this road is a smooth flowing stream, deep enough for the continuous passage of small craft, row boats, motor launches, etc., from Noel to Pineville. Several stretches of navigable water also are found between Lanagan and Noel. These are separated by narrow gravel bars, which could be cut through with half an hour's work.



Flint Creek, at Gentry, Ark.

*Guilliams, Siloam Springs, Photogr.*

From Noel to Sulphur Springs, Ark., a good, hard gravel road follows Butler creek, along which are some of the highest perpendicular limestone cliffs in the state. Butler Bluff, about a mile south from Noel, over 250 feet above the creek bed, is a solid wall of white limestone, perfectly perpendicular, which can be seen for many miles. At the bottom of this bluff is the opening to an immense cave, having numerous caverns and narrow passages branching out in all directions. In one part of the cave is a broad room with a vault 50 feet high, from which are suspended stalactites of brilliant refraction, then narrowing down to a low passage, changing direction and widening out again to a capacious room, containing small rivulets, which dropping down the walls make an unearthly music in the dead silence of the cave. No explorations have been made farther than a quarter of a mile. An outward draft of cool air, 40 to 50 degrees in temperature, is present at all times. Butler creek is a clear little stream, fed by hundreds of springs, and has its head in the hills near Sulphur Springs, Ark.

Sulphur Springs and the adjacent country afford magnificent scenery. There is plenty of hill climbing for those who enjoy that sort of thing, and large caves are common near the town. There are four or five dif-

ferent kinds of sulphur water at the springs, and the purest mountain water in the greatest abundance everywhere else in the neighborhood. Splendid bathing pools are found in a dozen places in water clear as crystal and flowing over clean gravel. One can have a disconsolate stomach put in working order at the Sulphur Springs, get up an appetite worth having and satisfy it. The morning walks will lead one over the hills through the orchards, truck gardens, berry patches, past many a charming fern-grown nook, and bring a relish that makes one glad he is alive.

The road from Sulphur Springs to Gravette also presents many attractions, and the bluffs and pools along Spavinaw creek are worthy of a visit, if one be provided with a fishing rod, some hooks and bait, a camera and a bathing suit. Around Gravette and Decatur, a highly developed fruit, truck and berry growing country, undulating rather than hilly, a drive anywhere will develop much that is of interest.

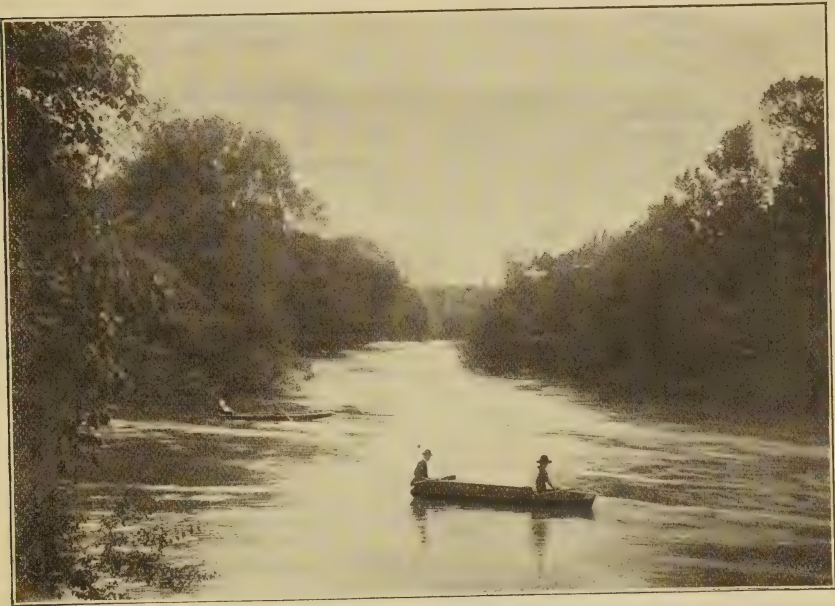
On the roads leading out from Gentry, Ark., particularly those east of the railway, there are probably more large springs than in any other section of the Ozark Region. They gush out of the hillsides everywhere, and a fine spring branch, rushing over a clean, gravelly bed, is crossed nearly every



two hundred yards. Ferns of various kinds grow everywhere, and every crevice and cranny in the rocks is overgrown with moss and lichens. East and south of Gentry are Willow Spring, Collins Spring, Chalk Spring, Pitkin's Spring, Spout Spring, Kost Spring, Cave Spring, Winnecotta Spring and others, several of them large enough to run a flour mill. Flint Creek, distant less than a mile from Gentry, affords splendid scenery all the way to its head at Springtown, distant three miles from the railway. In the pools along the stream, there is an abundance of bass, croppie, perch and other game fishes. The road follows the stream for several miles, bringing into view many deep fishing and bathing pools, many sparkling rapids or riffles, numerous bluffs, festooned with creeping vines or covered with tall oaks or

sheep, some cattle, some old hens with their broods of chicks, some ducks or geese in a spring brook, a mile or two more of orchards along a well shaded gravel road and then in a patch of forest Flint creek.

Rounding the curve in the road there comes in sight an old abandoned grist mill, with its dam still intact. The old quaker mill frame stands out as a reminder of the days gone by, and is looked upon affectionately by the old settlers. Crossing the stream and leisurely climbing a "rise" one reaches a comparatively level plateau, extending to the south and southeast. Two or three miles of orchards and gardens, with their cosy homes and then a prominent water tower, many church steeples, the roofs of the more pretentious buildings and Siloam Springs, with its four thousand peo-



Illinois River near Siloam Springs, Ark.

*Guilliams, Photogr.*

sycamores, and naked waterworn ledges of rock from which often issues a large spring.

Leaving Gentry on the "main traveled road" for Siloam Springs, the journey is through orchards, first of one kind of fruit and then another, and at regular intervals past a comfortable little home safely tucked away in a copse of tall oak trees; every few hundred yards a flock of Angoro goats, or

ple and the attractions peculiar to itself. The country passed through will make it plain to the casual observer why there are half a million dollars of deposits in the banks of the little city.

The roads between Gentry and Siloam Springs and surrounding each town, pass through some ten to fifteen thousand acres devoted to orchards, truck gardens and ber-

ry patches. Every farm has its poultry yard and in the "wee sma' hours o' the morn" the birds maintain their wireless telephone system that covers an area of twenty square miles. Out of Gentry good, hard gravel roads lead to Spavinaw creek, a large, clear, sparkling stream, which has cut its way through great hills, has beautiful cliffs and bluffs and affords a variety of scenic attractions. Coon Hollow is a deep gash cut in the face of Benton county, having precipitous, almost perpendicular, walls over 300 feet in height. It affords many attractive shelving rocks, and scenic nooks and corners, and in the stream flowing through it are plenty of fish. Osage river, another beautiful mountain stream, about five miles north of Gentry, is a favorite resort for the local fishermen. Great caves are found at Logan, some ten miles from Gentry. One of them is said to contain an underground stream, which has been navigated in skiffs for a distance of three miles. McGregor cave, another large cavern, about two miles north of Gentry, is frequently visited.

The visitor at Siloam Springs has with an easy reach a number of highly attractive places. The Illinois river, some five miles south, affords some of the most beautiful river scenery to be found in the country. The palisades of the Hudson are reproduced on a lesser scale. The fresh, bracing atmosphere is no clearer than the water at their base. Rapids and deep pools follow in quick succession—and even a lazy man can catch fish.

Seven miles west of Siloam Springs, in

the Indian Territory, are the Dripping Springs. Driving out from the city through the woods all the way, a level rock bed is reached, and here the team or tally-ho is hitched. A short walk will bring the visitor to the edge of a cliff, one hundred feet or more high. A winding path leads to the bottom, surrounded on three sides by perpendicular walls, the climbing of which would constitute a neck-breaking venture. From the face of the cliff, sixty or seventy feet up a stream of pure water gushes from a cavern and flows over a ledge, falling and spreading until it falls as a mist into the pool, sixty or seventy feet below. Back, under this waterfall, is a grotto, where one can sit and rest and watch the rainbows when the sun shines upon the falling mist, or looking through the veil of water, watch the rifles and rills as they form little rivulets and rush on to meet the pool. They say that a dinner tastes better in that grotto than in the best hotel that was ever built.

Fine camping places abound all over Southwest Missouri and Northwestern Arkansas and all of these are free from mosquito pests, as the rapidly flowing waters of this section afford no breeding places and of stagnant waters there are none. No section of country has so many fine drives and scenic treats as has this mountain region. The altitudes of the places above mentioned vary from 1000 feet to 1500 feet. Both summer and winter climate are delightful, and all year round the nights are invariably cool enough to insure a good night's sleep.

## The World's Production of Minerals.

The following table shows the world's production of the principal minerals in 1880 and 1903, the unit of quantity in each case being tons of 2,240 pounds, except as relates to gold and silver, the commercial value of which is stated, and petroleum, of which the quantity is stated in barrels of 42 gallons each:

Products	1880	1903
Coal, tons.....	329,833,732	866,071,248
Pig iron, tons.....	18,290,306	46,257,232
Copper, tons.....	153,944	613,129
Lead, tons.....	233,294	887,337
Zinc, tons.....	233,200	564,789
Petroleum, barrels..	148,144,975	195,203,511
Gold.....	\$106,436,800	\$349,300,000
Silver.....	\$85,640,800	\$93,000,000

The following table shows the production of the same minerals in the United States, 1880 and 1903; the unit of quantity in each case being tons of 2,240 pounds, except as relates to gold and silver, the commercial value of which is stated, and petroleum, of which the quantity is stated in barrels of 42 gallons each:

Products	1880	1903
Coal, tons.....	67,998,164	319,068,228
Pig iron, tons.....	3,835,191	18,009,252
Copper, tons.....	27,000	311,627
Lead, tons.....	87,339	250,000
Zinc, tons.....	20,749	142,159
Petroleum, barrels..	26,286,123	100,461,337
Gold.....	\$36,000,000	\$84,551,300
Silver.....	\$34,720,000	\$31,089,700



## Some Fruit Notes.

As is generally known, the fruit season of 1905 was not a good one in Southern Missouri and Northwestern Arkansas. Severe late frosts eliminated the peach as a market proposition and reduced the yield of apples, both in quantity and quality. The berry crop was not much affected by the late frosts, but was damaged more or less later on by the continuous and excessive rains which set in about shipping time. The small fruit that reached the market was not nearly up to the standard, though in the aggregate large shipments were made. The report of the Gentry Fruit Association, by the Secretary, Mr. O. W. Patterson, for the year ending August 1st, 1905, will give some idea of the prices obtained for fruits of various kinds shipped from this point.

The summer apples netted the growers \$1.65 per barrel. The lowest prices paid for fall apples (crop of 1904), was 90 cents per barrel for Ben Davis, and the highest was \$1.70 per barrel for Jonothans. This was the net amount paid the grower. The association furnished the barrels and paid all packing and other expenses. On the culls, which were evaporated, the grower received 15 cents per bushel. The crop of 1905 was marketed through the association, who furnished the crates at factory prices plus freight to Gentry.

During the strawberry season there were handled at Gentry 17,582 crates, for which there were received \$18,160.16, or an average of \$1.05 per crate. This statement covers all shipments made between April 28th and June 3rd, 1905. Many of the late shipments were wet and soft and brought a very low price. The average price received for berries consigned in car lots was \$1.08 per crate. This average applies to 20 cars or 11,803 crates. Nine car loads or 5,480 crates were shipped by express. These berries netted \$1.01¼ per crate. On 24-quart crates of raspberries the growers received net \$1.47½ and on the

pint crates 85 2-3 cents. Red raspberries, quarts \$2.07 and pints \$1.00 per crate. Most of the shipments made on Saturdays were lost as the berries became mouldy and worthless. The shipments of red raspberries in pints were made at the end of the season, when the berries were ripe and soft and hence the price does not compare favorably with that obtained for the quart crates. After the first week dewberries were shipped with blackberries as the price was about the same. Forty-four and one-half crates of dewberries brought an average of \$1.45 per crate.

The report of the Ozark Fruit Growers Association for 1905 contains the following data: This association shipped 523½ cars of strawberries for 32 different associations in Northwest Arkansas and Southwest Missouri. The highest price obtained for any association was \$1.26 per crate, but this applies to only one car. The lowest price was 77 cents per crate and applied to only six cars. The average price obtained for the 523½ cars was \$1.06 2-3 per crate or 11-3 cents less than that obtained by the Gentry Fruit Growers Association for the car load shipments.

The Ozark Fruit Growers Association's report for 1904 shows shipments of 351 cars of berries. The highest price obtained was \$1.10 per crate for one car load, the lowest price being 76 cents for 16 cars, and the average price was 91 1-6 cents per crate. Gentry's average for 1904 was \$1.19 1-2 for 27 cars. From this report it is apparent that the Springdale Berry Growers Association averaged \$1.15 per crate for 42 cars, the Springdale Fruit Growers Union \$1.10 for 21 cars and Lowell 89 cents for 6 cars.

Mr. J. H. Christian of Neosho, Mo., reports that the members of the Neosho Fruit Growers Association shipped 3,306 crates of dewberries which netted the growers f. o. b. Neosho \$4,366 or a fraction over \$1.32 per crate. Mr. Christian himself had 766 crates and

netted over \$1.40 per crate. The total shipments of strawberries from Neosho amounted to 57,116 crates and the amount received for them was \$72,546 an average of a little over \$1.27 per crate.

DeQueen, Horatio and Gillham, Ark., expected to ship between them from 90 to 100 car loads of peaches. The continuous rains about shipping time destroyed over half the crop and greatly injured the quality of the remainder. DeQueen alone should have shipped 25 car loads. As it was, eleven cars, consisting of 10,277 crates, were shipped by freight and large shipments went by express. Grade No. 1,

about ten cars, brought 52 1-2 cents per crate, the remainder went for what they might bring in the market. Large quantities were canned in the local cannery and some were dried. The peaches for 1905 lacked the ordinary keeping qualities and did not sell as well as usual, though there was a scarcity of peaches in the market. Some growers at DeQueen sold their crop for over \$200 per acre and some failed to make expenses, the difference being due largely to the variety of peaches grown, the wet weather being more detrimental to some varieties than to others.

## Bill's in Trouble.

I've got a letter, parson, from my son out west, an' my o' heart is heavy as an anvil in my breast.

To think the boy whose future I had once so nicely planned, should wander from the right and come to such an end.

I tol' him when he left us, only three short years ago, he'd find himself a plowing in a mighty crooked row;

He'd missed his father's counsel and his mother's prayers, too; but he said the farm was hateful, an' he guessed he'd have to go.

I know there's big temptations for a youngster in the west, but I believed our Billy had the courage to resist,

An' when he left I warned him of the ever-waitin' snares that lie like hidden serpents in life's pathway everywhere's;

But Billy he promised faithful to be careful an' allowed that he'd build up a reputation that'd make us mighty proud. But it seems as how my counsel sort o' faded from his mind, and now he's got in trouble of the very worstest kind!

His letters came so seldom that I somehow sort o' knowed that Billy was a trampin' on a mighty rocky road,

But never once imagined he would bow my head in shame and in the dust'd woller his old daddy's honored name.

He writes from out in Denver, an' the story's mighty short; I jess can't tell his mother!—it'll crush her poor o' heart!

An' so I reckoned, parson, you might break the news to her—Bill's in the Legislature, but he doesn't say what fur!

—The Farmers Magazine.

## A Word to the Renter.

A LETTER FROM UNCLE EPHRAIM.

My Dear Nephew.

I received your letter of last month, but was too busy shipping poultry, berries and other stuff to answer you promptly. It seems to have become my special duty to start off properly all of my brother John's boys. Every last one of them wants to hang around the old home place, rather than tackle a new proposition. I tried it on rented land for several years and the longer I stayed on it, the poorer I got. I might have been there yet, but I got married and your aunt began to warm up things about the second year. She had a better

business head than I did and soon figured out that both of us were working ourselves out of existence to make another man rich. Now you want to rent a farm, so as to be near the old folks? Now, let me tell you something: If you want to see what a fool looks like, just go into the milk house and look into the spring; which, by the way, belongs to another man. You will see a strong young fellow, able to work and to do, who is willing to pay a big price for the privilege of making another man rich, and the worst of it is, he is under no obligation to do anything of the kind. He is willing



to be a servant when he can be the master. It is the ambition of a fool, but not of a man.

The man who must divide the profits of his labor with the owner of the land, is very little, if any, better off than the ordinary wage laborer. Neither ever receives the full value for the work done, for neither would be employed if his labor did not yield a profit to the landlord or the employer. Only dire necessity should compel a man to give up what rightfully belongs to him. Nearly thirty-six per cent of the farmers of the United States are renters. A few rent only to get a start, intending to buy later on, but the greater number remain renters for a lifetime. While it may be possible to earn a livelihood on rented land, the profits in most instances go to the landlord for rent. This has always been so, and is not likely to be otherwise in the future. The renter farms on either a crop share or cash basis. A short time lease is about the best arrangement he can make with the landlord. If through crop failure, or inability to pay a cash rent, or refusal to pay increased rent, he fails to pay, he is promptly ejected. If he has saved a few dollars, they are soon wasted in the search for a new lease. The proposition is too unstable to be satisfactory. The tenant has no interest in keeping up the fertility of the farm. The soil is robbed to the limit of its fertility, because, owing to the uncertainty of the tenure, no one feels justified in fertilizing for the benefit of a possible or probable successor. The tenant farm is nearly always run down and is a bad proposition to start with. The landlord need not worry, he will get his rent, the tenant's share is the sweat and grunting.

If you would wake up and look the situation squarely in the face and take the trouble to get the information, you could readily ascertain that in Arkansas, Missouri, Texas and Louisiana there is an abundance of very good land which can be purchased for less money than one year's rental in the old thickly settled states would amount to. True, this land has not been cleared, and there are plenty of stumps, on it that you will have to plow around for a year or two, but while you are sweating and grunting to clear this land, you are doing it for yourself, your wife and your babies, and not for the other fellow. You can get plenty of very good land in Western Arkansas for three to five dollars per acre, and you need not pay all this in a lump. In most places you would pay one-third, one-fourth, or one-fifth cash, and have from three to five years time to pay the remainder.

In the climate of Arkansas, Texas or Louisiana a large farm is not necessary. Forty acres are really more than enough to start on. You can make a comfortable living on this acreage. Later on, when you have your affairs in a satisfactory condition and want to expand, you can do so; in fact, you should buy a farm for each of the

youngsters, for land will not always be cheap. There are thousands of renters who see the error of their ways and are moving South, and beyond them are the hundred thousands of immigrants from abroad who come in every year and buy. They are wiser than the average American tenant, for only the direst necessity will induce them to rent land, if it can be purchased anywhere in the United States at a moderate price and on easy terms. The proper thing for you to do is to hike for Western Arkansas before the first flakes of snow strike the ground.

The profit possible on a forty acre tract depends much upon its location, and more upon the climate. If situated in a Northern state close and convenient to a good local market, where trucking or dairying can be engaged in on a scale large enough to make it a business proposition, there is no good reason why it should not be profitable. If remote and beyond easy wagon transportation, it should still yield the meat and vegetables needed and some money also. The diversity of production peculiar to the Southern states is, however, not there, and the range of production will be limited to the standard field crops of the section, usually corn, wheat, flax or potatoes, none of which yield a large revenue as compared with Southern farms of equal acreage.

The young man who buys a forty acre tract in a Northern well settled region, will have to pay from \$50 to \$100 per acre for his land, and his taxes will be based on this valuation. The rigorous winter weather makes necessary a greater outlay for fuel and more expensive houses to keep out the cold. His live stock must be more thoroughly sheltered and be more liberally fed. The short growing season, while it limits his range of production, also compels him to do his effective work in the shortest limit of time and frequently makes it necessary to hire help which must be paid for. Much valuable time, which could under favorable conditions be converted into cash, is also lost on account of inclement weather. The Northern farm, from any point of view, is by far the more expensive proposition, the obtainable revenue being very small in proportion to the money invested and the outlay required to operate it.

The first cost of a forty acre farm in either Western Arkansas, Eastern Texas, the Indian Territory or Western Louisiana, suitable for the production of truck, cotton, corn, berries and tree fruits, will vary from \$5 to \$15 per acre, near the shipping points on the railway, and in several counties in Arkansas land can be taken up under the homestead laws. Cut over timber lands can be had for \$3 to \$5 per acre in Louisiana and Eastern Texas, but on nearly all low priced lands there is timber enough for all possible farm uses, house building, fencing, fuel, etc., and in many cases the timber will pay liberally for the clearing, and often for the first cost of the land. A forty acre farm in any of the states named will cost approximately as follows:

Forty acres of land suitable for diversified farming, not cleared or improved, say \$5 per acre.....	\$ 200.00
One four-room house, built of sawn lumber.....	400.00
(This can be built of logs, eliminating much of the cost.)	
Wire fencing for the entire tract..	50.00
(If rail fence is used only the labor would have to be considered.)	
One mule or horse.....	40.00
Farm implements, etc.....	40.00
One good cow, though cheaper ones may be had.....	40.00
Cow shed, barn, etc.....	100.00
(Cost of this can be eliminated by using logs.)	
Provisions for three months.....	75.00
	\$ 945.00
A well, furniture, wagon, etc., may cost, say.....	300.00
	\$1,245.00

Fuel, building material, rail fencing, etc., are generally abundant and more or less can be saved by using the material already available. Most of the settlers in the Southern states begin operations with less capital than is mentioned above.

If the land be planted to cotton and corn, say 20 acres cotton and 15 acres corn, the grower should get an average of half a bale per acre. The twenty acres would yield him ten bales of 500 pounds, worth at 8 cents \$40 per bale, or \$400 for the twenty acres. The corn should yield an average of thirty bushels, worth, one year with another, 60 cents per bushel. The crop on the fifteen acres would amount to 450 bushels, worth \$270. The remaining five acres should yield much of the living in pork, poultry, small fruits and vegetables. If located within reasonable distance of the railway commercial trucking and fruit-growing can

be engaged in, particularly so if a sufficient number of the neighbors will agree to produce similar crops, so that shipments in carload lots can be made. A forty acre farm in Texas during 1904 produced as follows:

Plums from 50 trees brought.....	\$ 55.25
Four acres bearing peaches, 1,212 crates, 72c per crate.....	872.64
Four and one-half acres tomatoes, 1,180 crates, 46c.....	542.80
Two acres Irish potatoes, 240 bushels @ 78c.....	187.20
One acre strawberries.....	175.85
Three acres sweet potatoes, 375 bushels, 55c.....	206.25
Three acres of cabbage, beans, beets, peas, onions, turnips, mustard, lettuce, egg plant, radishes, peppers, carrots, squash, cucumbers, watermelons, cantaloupes..	202.45
Five beeves and four pigs.....	90.00
	\$2,332.44

In addition there were raised on the same farm and consumed at home 185 bushels of corn, 3 acres of oats, 15 tons of crab grass, peavine and peanut hay; 65 gallons of cane syrup, 800 pounds pork, 125 gallons lard, 300 pounds beef, 85 gallons preserves, jellies and canned goods, 2 young mules, 4 young cows, 10 pigs and all the vegetables, poultry, eggs, milk and butter the family and the help could use. The value of the products consumed at home or on hand was estimated at \$500.

These results were obtained on land which originally did not cost the owner any more than would the annual rental on a Northern farm. There are forty places on the line of the Kansas City Southern Railway where similar results are being obtained.

Affectionately yours  
UNCLE EPHRAIM.

## The Southern Truck Garden.

(CONTINUED.)

The side shoots are frequently removed so as to have "one stem" only, and when three clusters of blossoms have set the top bud is pinched and all the strength of the plant forced into the three bunches of fruit allowed to set.

As the tomatoes turn pink at the blossom's end, they are picked and packed in four-basket crates for shipping. Common business intelligence requires that they have uniform ripeness and size and reach the market in good condition. The four-basket, or one-third bushel crate is the approved package for tomatoes. The refriger-

ator car is the only satisfactory way to ship tomatoes. A car will hold from 600 to 800 crates. In packing tomatoes or fruit in a car, the crates should be carefully laid in rows, and a couple of 1x1 strips placed at least between every other layer for better ventilation.

### Cantaloupes.

The netted Gem (Rocky Ford) is the only variety which can be planted with profit, and the important consideration is to get strong, healthy and pure seed. Granted the ground is fairly level, the soil of good quality and of sufficient depth, the general method of raising cantaloupes is as follows.



The land is plowed about the beginning of February, say six to eight inches deep. It is then harrowed fine and smooth. Next there is laid off with a shovel plow a good, deep furrow, running seven feet apart both ways. Well-rotted barnyard manure is put at each crossing of the furrows. A shovelful ought to be sufficient for three hills, which are made at the crossings of the furrows by thoroughly mixing the soil and manure. The manure should be broken up very fine and most thoroughly mixed. The hill should be ten or twelve inches across, flat on top and from two to four inches high. An inch of ordinary soil is usually put on top of the hill. The earlier this work is done before planting the better.

The planting time varies with the latitude. Near De Queen, Ark., it is about the first of April; further south earlier. A line or drill about one and one-half inches deep is drawn across the hill and in it are sown from twenty to thirty seeds and covered with finely pulverized soil. If the soil is not moist enough to germinate the seeds, it is well to wait for a rain. The line or drill across the hills should all run in the same direction, so that if a second sowing should become necessary another drill can be made at right angles. It is well to plant a larger number of seeds in a hill, for the reason that the larger number can break through a hard crust, should there be one, than could two or three seeds.

As soon as the cantaloupe plants are up, use a one-horse, five-tooth cultivator, and also hoe lightly around the hills. As soon as the rough leaf is an inch in diameter, one-half to two-thirds of the plants should be chopped out with a hoe. Hoeing and cultivating are kept up continuously. When the vines begin to run, the work of thinning is finished by cutting out all of the plants except three of the strongest and healthiest, which work is generally done with a pocket knife. A tablespoonful of commercial fertilizer per hill is used about this time. This is scattered about a foot away from the plant and thoroughly worked into the land. This will bring the melons out a week or ten days earlier than other-

wise. In cultivating the last time or two a one-horse, 14-tooth scratch harrow is preferred as it leaves the ground smooth and level, a condition always desirable in the cultivation of running vines. In gathering the crop for market, the cantaloupe is judged almost entirely by its color. Standard crates should hold 45 cantaloupes, which should fit into the crate tightly.

### Watermelons.

In growing watermelons a warm, sandy loam is the preferred soil, and if sloping southward so much the better. Near the Gulf Coast land is broken in January and checked off with a small shovel plow twelve feet each way. About the middle of February two deep furrows are thrown out and barnyard fertilizer, one shovel to each hill or intersection, is thrown in. After the fertilizer has been worked in, the furrow is turned back and the hills flattened, leaving the seed bed level. About the first of March the seeds, 8 to 10 to the hill, are planted and covered one inch deep. The field is gone over every week and replanted until a full stand is secured. When the plants are up, the land is cultivated about once a week close to the hills and the space between them kept clean with a disc harrow. Thin out to two plants to the hill, hoeing while thinning. Work is discontinued when the runners are two feet long. The Kolb Gem is the preferred market variety.

### Sweet Potatoes.

Sweet potatoes are usually started in a hot-bed, made by digging a trench three feet wide, six inches deep and as long as need be. Three inches of fresh stable manure are thrown in and smoothed down and covered with two inches of fresh soil. The seed sweet potatoes are laid on this side by side and covered with earth to a depth of three inches, the bed being kept moist as long as it is needed for slips. Vines ten inches long can be set out, care being taken to have two or three joints well buried. The land on which the slips are set out should be well tilled and pulverized. The ridges should be about three feet apart and the slips set in about eighteen inches apart. They should be moderately high and

be smoothed off with a board, which will cover three rows at a time. As soon as the plants take root and their growth is assured cultivation should be commenced and kept up as long as the grass and weeds grow or until the vines of the plants get too long.

### Cabbages.

The Flat Dutch, Winningstadt and Autumn King seem to be the preferred market varieties. The market demands a compact head, firm and of medium size. Cabbage succeeds on a variety of soils, but as a rule the best results are obtained on the dark, sandy loams and the heavier soils generally, on which good drainage is essential. The land should be plowed deep and thoroughly pulverized before planting. Rows three feet apart and eighteen inches in the row is the ordinary method in which plants are set. Transplanting may be either done by hand or, where the field is large, with a horse planter. Cultivation should be frequent but shallow, the soil to be gradually worked up to the stems of the plants. 25,000 pounds of salable cabbage per acre are not unusual crops under the right conditions.

The seeds for cabbages are usually planted in January, February and March, of course in cold frames or under shelter. They should be well watered and cared for while small and be transplanted when about five weeks old.

### Onions.

In East Texas and West Louisiana the Red Wethersfield is the preferred variety. In Southwest Texas and New Mexico the red and white Bermuda and the crystal wax are extensively grown by irrigation. Most onion growers insist that the seed of the current year should be used, as old seed loses its vitality. Almost any rich soil if well drained will grow onions. Twenty-five to fifty loads of well-rotted manure should be applied, and if commercial fertilizer is used from 500 to 1,500 pounds should be the quantity. One containing five per cent in nitrogen, six per cent phosphoric acid and nine per cent of potash is considered satisfactory. If possible a crop of cow-peas should be turned under in the fall

and until planting time the land should be frequently harrowed.

The seed should be sown in the cold frame before December 15th and earlier if possible. The seed-bed should be well worked but not too fertile. Plant in bed broadcast or in drills two inches apart. About three pounds of seed are necessary to supply sufficient plants to cover an acre. The seeds should not be covered deeper than one-quarter or half an inch. When the plants are as thick as a lead pencil they are ready to go to the field. Wet the bed thoroughly, draw out the plants and trim the roots with shears or knife and cut back the top to about five or six inches. Keep the plants moist and shaded while transplanting. A marker should be used to have the rows as straight as possible. The rows should be fourteen or fifteen inches apart and the plants set four to five inches apart. Cultivation should be frequent and shallow. As soon as the tops have fallen, the crop should be gathered without delay. Gather in windrows and let the crop dry. Remove the tops and roots and pack for shipment in clean two bushel sacks, leaving projecting ears for handling. The Bermuda and more delicate onions are shipped in crates, special pains being taken to avoid bruising the bulbs.

### Peas.

Peas succeed best on a warm loamy soil; we would not advise to plant peas on too sandy a soil. Fertilizers—no nitrogen is needed beyond a small amount to give plants a vigorous start—use from 600 to 800 pounds of some standard manure containing a fair proportion of actual potash and available phosphoric acid. Well rotted stable manures are also good, if not applied too heavy; if applied too heavy the peas will grow too much to foliage and not to fruit.

There are two distinct varieties of peas; one is the dwarf or bush pea and the other the running or climbing pea. The dwarf pea requires no staking and the climbing pea should be staked with brush sticks or wire. We have always found the climbing pea the most productive and profitable. In the South the Alaska dwarf pea is the most popular of the dwarf varieties. The dark

green color of the pods make it an excellent pea for shipping long distances, very early and uniform grower and popular sort with canners and all shippers.

Among the climbing varieties the large white marrowfat is considered the best. As the vines are very hardy, strong, vigorous and productive, the pods have a fine appearance, usually well filled with good peas.

After the ground is thoroughly pulverized by deep plowing and harrowing, the dwarf varieties should be planted two and one-half feet apart, the climbing varieties four feet apart, covering the seed about two inches. Peas should have frequent shallow cultivation which should be done with horse cultivation and followed with the hoe.

After the pods are well filled the peas should be picked when the vines are dry from either rain or dew, taken to the picking shed and assorted, throwing out all faulty and overgrown tough peas; ship only the best. Peas should be packed in one-third bushel boxes or one-half bushel baskets. No ice is required when shipped by express; if shipped in carloads the cars must be well iced.

Peas can be planted in Texas and in the South generally in the months of October, November, December, January and February, using the dwarf kinds for spring plantings. The cost of seed is from \$2 to \$3 per bushel and it takes two bushels to plant one acre. The yield from one acre under normal conditions is about 150 bushels of green peas of the climbing varieties and 100 bushels of the dwarf varieties. Green peas sell from \$1 to \$3 per bushel in all markets.

#### Beets.

In the irrigated gardens in South Texas beets have proven extremely profitable and are easily grown. The Electric and the New Model are favorites because of their earliness and from the fact that they have a small tap root which allows a large number to be packed in a barrel for shipping. The seed may be planted as soon as there is sufficient moisture in the ground in October, and by giving good culture they should be ready for market in

about 90 days. This plant withstands cold and frequently lives throughout the winter. It is a question among gardeners as to whether it pays to thin the beets while the plants are small. The general opinion is that it is best to thin them to about two or three inches apart in the row. Three to five beets are tied in a bunch for shipping and about 25 dozen bunches are packed in ventilated barrels for market.

#### Radishes.

Radishes usually do very well as a fall and winter crop, but are killed down by severe freezes, hence should be started 45 or 50 days before freezing weather is anticipated. For market the scarlet white tipped is considered the best variety. The seed is usually planted with a seed drill in rows 16 inches apart and cultivated with hoes or hand implements. Irrigation is very desirable for this crop, as it is necessary that the growth be quick in order that the root should be tender and fit for market. For the trade the radishes are tied into bunches of about twelve and packed into iced barrels. About 50 pounds of ice required to each barrel and where not longer than 48 hours is required on the road the radishes reach market in prime condition.

#### Spinach, Parsley and Lettuce.

Spinach, parsley and lettuce usually make a good crop on rich soil. Parsley and spinach require strong land, while the lettuce does best on rich sandy loam.

The quantity of seeds necessary to plant an acre is given as follows: Beans, in drills, 2 bushels per acre; beets, in drills, 5 pounds per acre; cabbage, sown in bed,  $\frac{1}{4}$  pound per acre; cucumbers, in hills, 2 pounds per acre; lettuce, seed sown in beds,  $\frac{1}{2}$  pound per acre; musk melons or cantaloupes, in hills, 2 pounds to the acre; watermelons, in hills, 4 pounds per acre; onions, seed sown in beds, 1 pound per acre; onions, sown in the field, 5 pounds per acre; onions, sets, 8 to 10 bushels per acre; peas,  $1\frac{1}{2}$  bushels per acre; potatoes, 6 bushels; radishes, in drills, 8 pounds per acre; squash, in hills, 2 pounds per acre; tomatoes, seed sown in beds,  $\frac{1}{4}$  lb. per acre.



Many of the farmers on the line of the Kansas City Southern railway do not make a specialty of truck raising, but rather carry on the latter as part of their regular farming operations. They have in their favor a long growing season, which enables them to secure one or more truck crops in addition to their regular field crops from the same land.

Common field corn usually matures in August. In July cowpeas are generally sown in the rows between the stalks. In September strawberries may be planted between the rows and should bring fruit the next spring. While all three crops can be grown, it is usually corn and cowpeas—corn and strawberries only when the field is to be used for strawberries several years thereafter.

Grain crops cut for hay, such as oats, barley, rye or wheat, all maturing in May, are usually followed by a crop of cowpeas in July, or a crop of sweet potatoes planted in June, or a crop of Irish potatoes planted in August, very early in the morning or late in the evening. The Irish potatoes are dug in October and the land immediately seeded to oats, barley, rye or wheat for winter pasture and hay next May.

Spring potatoes are generally planted in February in Louisiana and harvested in May. In April corn or cotton are planted between the rows. If the second crop is corn, which matures in August, replant with fall potatoes in the water furrow. This second crop of potatoes will be due to harvest about October and November.

Cotton can follow, if the need thereof is urgent, a crop of grain hay, maturing in May, but this is not practiced much. The hay crop is often succeeded by a crop of June corn, which matures in October.

Irish potatoes planted in February are ready to dig in May. On the same ground are planted either common field corn or June corn, or sweet potatoes in June, between the rows of Irish potatoes. The sweet potatoes will mature in October. Or a fall crop of peanuts may be planted, which will make a good crop of hay, some peanuts to sell and leave the ground well fertilized for the next crop.

Lettuce is planted in January and February and matures in May. It can be followed with turnips and cabbage planted in May and June, or with spinach, all maturing late in the fall.

Radishes are often planted in the same rows with Irish potatoes. They mature before the potatoes need cultivation.

Melons, cantaloupes and cucumbers, which mature in July, are usually followed by cowpeas, or in the truck patch with winter turnips, beets, carrots, spinach, etc. Below Shreveport fall crops of beets, turnips and carrots can remain in the ground all winter.

In young orchards all of the above mentioned crops can be grown between the rows of trees for the first three years, and the expense of planting an orchard can be covered almost entirely in this way.

In the Southern fields are many other combinations in crops tending to keep the land continually under cultivation, due care being taken to have the rotation so arranged that a good fertilizer crop is included every second or third year. Louisiana and Southern Arkansas offer peculiar attractions to the farmer who will grow mixed crops, because the climate, rainfall and soil are just right to admit of an unlimited number of crop combinations and an average of two crops to the acre.

## Improvements at Joplin, Mo.

(Joplin Daily Globe.)

A million dollars' worth of new buildings are now going up in Joplin.

Two hundred and fifty residences are under contract to cost from \$10,000 down to cozy cottages at \$500 to \$1,000.

Business blocks to an equal value are at the present in course of construction.

The increased residence construction alone means an addition of at least 1,000 to the population of Joplin.

The value of residence property is going upward in leaps and bounds, and Joplin is enjoying one of the biggest and most substantial growths it has even known. Especially is this true toward the suburbs of South and Southwest Joplin. The limits to the northward seem to be nearly reached, and a great expansion is taking place in the opposite direction.

With this increase of population should rightly go a corresponding increase in the means of living, in factories and commercial enterprises, and it now behooves the Commercial Club to be up and doing, that employment may be provided this coming army of bread winners and consumers.

The building movement now sweeping the city embraces the following:

Three new churches at a cost of \$30,000 each.

The new Children's home to be built at once at a cost of \$20,000.

Some 300 feet of brick blocks on Main street.

One hundred feet of business block on Joplin street in the L. P. Cunningham six-story office building and hotel.

Fifty-foot business block on Wall street.

The above 450 feet of frontage means eighteen new store rooms of 25 feet each.

In addition to these, the new Miners' Bank building has just been completed at a cost of \$125,000, and the Federal building, the monument to Senator Cockrell, may be counted among one of the new structures of Joplin.

The business blocks being constructed at present are a 56-front above Ninth street by Ralph Muir; 50 feet by A. C. Spring on Main street between Seventh and Eighth; A. H. Rogers' 40 feet at Tenth street on Main; Campbell, 50 feet between Eighth and Ninth on Main street; James Leonard's 25 feet and John Lawrence's 25 feet on Main street; L. P. Cunningham's \$150,000 building at Fourth and Joplin streets; George Graves' 50 feet on Wall street, and J. Frank Walker's apartment house on Moffett avenue, which is to cost \$15,000.

Besides this, the Joplin Supply Company has broken ground at the electric railway curve in East Joplin for a 50x100 foot warehouse, to be completed within thirty days; and arrangements are being made to expend \$30,000 in improvements on the Joplin hotel.

Contractors and builders estimate the number of residences now going up in Joplin as high as 400 and even 500, but it is thought that 250 is a fairly conservative estimate of the work actually under contract. Hundreds and hundreds of mechanics are being employed in the building, and other hundreds who are to occupy these new homes will be seeking other employment.

During the year 1904 the wholesale business of Joplin has been largely extended and now covers most of the towns within a radius of one hundred miles. The gross business of the several wholesale houses exceeded one million dollars.

The public utilities of Joplin are of the best. It has an excellent water works system capable of delivering daily 6,000,000 gallons. The Gas Company delivers 500,000 cubic feet of gas per day and operates thirty-two miles of main pipes and many more of lateral pipes. Natural gas will be pumped into Joplin at an early day and be used as fuel in many of the lead and zinc mines in the vicinity. Electric light and power is derived from a 3,000 horsepower plant situated four miles south of Joplin. The street car system is very complete and closely connected with a suburban system which reaches nearly all the important mining camps in the Joplin mining district. The six banks in Joplin have an aggregate capital and surplus of nearly \$1,000,000 and the deposits reach \$3,000,000.

The output of the lead and zinc mines during 1904 amounted to 534,307,210 pounds of zinc, valued at \$9,598,705; 68,669,230 pounds of lead, valued at \$1,881,235; value of total output of lead and zinc, \$11,479,940. The average price per ton during the year has been for zinc, \$35.92; for lead, \$54.80, with a maximum of \$53 per ton for zinc and \$62 per ton for lead.

## In the Matter of Good Roads.

The problem of securing good roads has been a difficult one in most sections of the country. Where stone or gravel were abundant the difficulties were overcome, though often at considerable expense. The ordinary dirt road, however, presented the greatest difficulties, because for want of a proper understanding a firm, hard surface could not easily be secured. It remained for Mr. D. Ward King, of Maitland, Mo., to find a method to transform the ordinary dirt road into a well rounded, well drained public highway, as hard and solid as a race track and maintainable at an annual expense of about \$2.50 per mile. How the problem was solved is a simple story.

Twenty years ago Mr. King was aroused to the necessity of improving the road which leads from his farm home to the near-by town of Maitland. It was rutty, full of chuckholes, uneven, at certain times of the year virtually impassable. It was on a par with other neighborhood roads, but Mr. King studied the problem and how best to solve it.

Finally he hit upon a home-made contrivance, so homely and simple that the neighbors who watched him work with it were forced to laugh. Walking through his stable yard Mr. King chanced to spy an old pump stock which had been torn up and had laid unused for several years. This pump stock he took and, laying a log, split in half, parallel with it, he fastened the two together with rough boards and chains; then, hitching a horse to the home-made drag and standing upon it, he dragged the road to Maitland. Twice, three times, a half dozen times, while the road was still wet from recent rains, he dragged the entire length, and then dismounted to look at what he had done.

A rolling, well drained and compact road extended from farm house to town. Mr. King had solved the problem.

Every year since that Mr. King has dragged his roads regularly. "I have kept track of it as to the amount of time and find that the average is once a month," he says. "That's not very much work to secure a good road. I dragged from my own gate to my neighbor's, a half a mile; it takes about twenty minutes. I don't make many trips to town before I have regained the time expended in dragging, to say nothing of the gain to my neighbors and the general public."

It was not long until the entire Maitland neighborhood was using similar home-made drags, and that section of Missouri boasted of the best country roads extant. Gradually the fame of the man who had brought this about spread. Over a year ago Mr. King received an invitation from the good roads association of Sac county, Ia., asking him

to visit Sac City and explain his system. He did so, and was received so enthusiastically that over fifty farmers at once pledged themselves to try the work. As a result, the highways leading into that progressive town, twenty-eight miles altogether, have been cared for at an expense of but \$2.50 a mile, and in one year's time transformed from muddy, uneven roads into thoroughfares so smooth and nice that owners of trotting horses invariably choose the public highways for speedways in preference to the race track.

So the good work has gone on. Mr. King has traversed more than half of the ninety-nine counties of Iowa, preaching the gospel of good roads, and has arranged to carry on the work in Iowa, Missouri and other Mississippi valley states next year on a still larger scale. Already more than 5,000 King road drags are in use within a radius of 400 miles of St. Louis. Mr. King advocates the home-made brand. He had no contrivance to sell. A good drag can be made by any person within an hour at an expense not to exceed \$3. The city of Des Moines has ordered 200 drags constructed, at a cost of \$2 each, and intends using them exclusively hereafter in making and repairing dirt streets and roads.

The doctrine as preached by Mr. King is simplicity itself. Here are some extracts from one of his recent talks to prospective road-makers:

"The most difficult part of road dragging is getting at it. All the rest is so simple that one learns it in doing it. The first noticeable effect is the smoothing of the road surface, and this in time allows the rain and snow water to flow off and encourages the distribution of travel over the road from side to side.

"Teams usually follow the beaten trail. Dragging destroys the old trail, and the new trail, each time broader and less definite than before, is made on a different portion of the highway. By dragging while the earth is yet moist the road finally becomes a series of practically waterproof layers of puddled earth, each one of which is rolled and pounded by the wheels and hoofs of travel. Almost imperceptibly the center of the road is elevated to a smooth grade that is not easily affected by bad weather.

"Dragging kills the weeds in the seed leaf. It also does away with the bumps at each side of bridges and culverts. Regular dragging fills them and they become as solid as the rest of the road. As the wheel tracks are wiped out the water does not run to the bridge after every shower, so you can drive as swiftly over the culverts as over any other portion of the road.

"At first you will have to drag when part of the road is too wet. But after awhile it



will dry evenly, and the first few times you drag it will be better for you to merely drive down one wheel track and back the other, moving the dirt toward the center of the wagon track. Gradually widen as you get a chance. This will give you a solid foundation. If the wagon track is at one side of the highway, begin right there. The rest will follow in time. Don't be in a hurry. Remember you can not successfully make a fine crop by plowing the corn four times a day. First, make a drag; second, use it every time you can improve the road by dragging.

"The hitch is next in importance to the time at which the dragging is done. The right time is just after the road dries after a rain or when it is thawed on top during the winter and spring, and it should be dragged every time.

"Of course a smooth surface for travel is thus produced, but a more valuable result is that the road will shed the next rain instead of absorbing it. This is the reason why the road should be dragged every time, so that it will always be ready for the next rain."

Mr. King never loses an opportunity to instruct his hearers that an expensive, complicated drag is unnecessary. Here is a bit of personal experience:

"Nor is an iron-faced instrument absolutely necessary. I began with a drag in February, March or April, the drag being made of an old pump post and a frost-bitten log held together by two or three short pieces of board nailed on top. It pulled to pieces at the beginning of the second year, and at first I simply drove a team straddle of one wheel track going and of the other wheel track coming back, merely breaking the rim of earth that rises on each side of the wheel track and leaving the road in good condition for teamsters to 'straddle the rut.' After smashing both ruts, I remember I used to look back down the road approvingly, pat myself on the back and think I had the nicest road in the country, and while I did have it at the time, yet it would look very rough to me at present."

There is no man better known among thankful Iowa farmers to-day than D. Ward King, of Maitland. "His work is of far more importance than preaching the gospel of seed corn selection," declares a noted agricultural expert. "Without good roads the farmer is stranded. With good roads he can control the market and get the prices. Without them he may have had a record-breaking crop and be possessed of millions, but they are Mulberry Sellers' millions, and not tangible."

## Spiro, I. T., and Surroundings.

The town of Spiro is in the Choctaw Nation, just south of the Arkansas River and sixteen miles west of Fort Smith, Ark. It is the junction point of the Kansas City Southern Railway with its Fort Smith branch and also with the Fort Smith Western Railroad. Poteau River and Cache Creek are in close proximity east and west. Its railway facilities have enabled it to become the greatest cotton market in the Choctaw Nation, the means of quick and easy transportation available enabling the cotton buyers to pay from one-fourth to one-half cents per pound more than could be paid at other points in the same territory. The annual shipments of cotton from Spiro amount to 10,000 to 15,000 bales, depending upon crop conditions. This amount is increased from year to year as new land is put in cultivation. It is estimated that of the land tributary to Spiro, not more than one-tenth is in cultivation.

The soil in the country adjacent to Spiro is adapted to all agricultural pursuits, and corn, wheat, oats, rye, flax, hay yields as bountifully here as elsewhere, and fruit and truck production

are equally profitable. It is only a question of a few years when the Indian titles can be more freely conveyed and this section of country will be densely settled. Lands offered for lease are now being rapidly occupied and a greatly increased output of cotton, corn, small grains and live stock can be confidently expected within a year or two.

The industrial resources of Spiro and vicinity are abundant and varied. There is an abundance of fine building stone within a half mile of town and an inexhaustible bed of fine brick shale just outside of town. There are large saw mills in the pine forests within sixty miles and lumber is cheap. Wood for fuel can yet be had for the cutting. Coal is hauled direct from the mines, three to five miles away, in the township—there are, however, 6,000 acres of coal land. A vein of fine coal, between four and one-half and five feet thick, is known to extend to within one-half mile of town. With the opening of these coal deposits will come splendid opportunities for manufacturers of all kinds. A site for a cotton mill and cotton compress has been purchased and negotiations for the

building of a compress are now under way. Other manufacturing plants are needed and sure to come as soon as the country is opened up so that white settlers can acquire perfect titles.

The land, formerly held in common, is now being divided among members of the tribe. Each man, woman and child (including the intermarried whites) is entitled to 320 acres of average land. Of this, one-half is called the "homestead" and cannot be sold for twenty-one years. Of the other half, called the "surplus," an Indian by blood can sell one-fourth in one year, one-fourth in three years and the remainder in five years from the date of his patent. If he wishes to sell earlier, he must apply to have his restrictions removed, which thousands are now doing. Patents are being delivered. Only the surplus land of the intermarried whites and that belonging to deceased allottees can now be purchased, but within a year a large quantity of land will become saleable. All of the land, both homestead and surplus, can now be leased for any term of not over five years.

Spiro has now about 1,000 inhabitants. It has two large cotton gins and about fifteen stores, the largest of which do a business of \$60,000 to \$75,000 annually,

a local telephone system, good long distance connections, two churches and a good school building, a brick plant has been located and a fruit cannery has been contracted for. There is an abundance of ash, hickory, oak, cottonwood and gum timber which could be used in the manufacture of wagons, ax handles, furniture and for other purposes. Another large general merchandise store, a first-class modern hotel, livery stable, tinshop, wholesale flour and feed store, saw mill, bakery, and produce merchants could establish themselves in Spiro to advantage.

Climate and health are good. There are no extremes of heat or cold. The winters are short and mild and the summer days never oppressive. The town itself is situated on a high prairie, which slopes in every direction from the central part of town insuring good drainage. Good palatable water can be had at a depth of twenty to fifty feet.

The title to property in the towns of the Indian Territory is perfect, as in all cases the property was sold by the United States government to the highest bidder and patent issued by the Tribal government and confirmed by the United States government.

## Siloam Springs, Arkansas.

(R. J. Profit in "Missouri and Arkansas Fruitman.")

The great trouble with the people of this rapid transit age, in a money making way, is, that they do not place a proper estimate upon the little things. No branch of industry has suffered greater from this neglect than farming. In the older countries where the population is dense and room scarce, necessarily the little things must be studied and economy practiced. In China and Japan the farms consist of only a fraction of an acre and the man who cultivates five acres is considered a lordly personage. In some of the older states of this country farming is conducted upon a few acres, but in this great expansive, unlimited out doors of the Southwest we have not yet learned the value of fencing in only a few acres and cultivating these in a manner to yield large results. Only a few years ago in South Missouri

and Northwest Arkansas, the farmer thought he had performed the full measure of his duty when he planted his fields in corn, wheat and oats. If he had his crop planted in good time and the seasons were favorable he came out ahead, but if, as often happens in the best of countries, the seasons were unfavorable, he was in for a siege of "hard times."

In 1894, when the Kansas City Southern railroad was built through the Western part of Benton county, save for a few old apple orchards, there was nothing raised on the farms except corn, wheat and oats. The farms were large and there were no towns along this line except Siloam Springs which was only a straggling string of frame houses which followed the zigzag courses of Sanger creek, and many of these were vacant

and the population all told being less than one thousand.

In eleven years there has certainly been a marvelous evolution here, both in the country and city. Along this road in this county there are now four other thrifty prosperous towns, two of which as large as was Siloam at the time of the building of the road and Siloam Springs is a substantially built modern city of about 4,000 population. No place on this road more completely illustrates the success of paying heed to little things in farming than Siloam Springs. It is surrounded by a thrifty class of farmers and fruit growers, whose farms range in size from five to eighty acres, ten and twenty acres being about the average size. These farms are well cultivated in a great variety of crops, in consequence of which, there is no such thing known as failure of crops and no such industrial maladies prevalent as "bad luck" and "hard times." This soil and climate produce all the cereals and tame grasses and the greatest variety and choicest quality of fruits and vegetables of any spot of earth known.

Here something is produced to sell every day in the year. In spring and summer fruits in vast quantity, in winter, poultry, eggs, butter, stock.

Great forces are these in making cities. It is a false idea that men who run stores, banks and factories make cities. They are results of causes, which create the wealth of communities. But to their credit let it be said by the writer who personally knows the early history of industrial Siloam Springs, that many of the merchants, bankers and men of business, have personally contributed to the great work of promoting fruit growing while others have reaped their share of the benefits and at the same time busied themselves with the work of discouragement.

There are men here who will tell you that fruit growing does not pay, but notwithstanding this there have been erected great brick blocks, a fifty thousand dollar cold storage and ice plant, water works, electric light system, barrel and box factories, evaporating establishments, poultry packing houses which dress and ship poultry by the car load and many other large enterprises including three banks with deposits of over one-half million dollars, all the result of the

wealth produced from the farm and orchards.

There the large stores, schools, colleges and a city of fine homes are the material gains, but modern, intelligent, cultured people, with high ideals, pure morals, refined manners, patrons of art and literature, and supporters of the foremost Chautauqua Assembly in the state are the crowning glories of the fruit growing industry. Does fruit growing pay? See its practical results in material and social advancement in the living, present, delightful, prosperous Siloam and vicinity and tell us. Does it pay to do small farming? See Siloam and its business men and farmers. Life is too short, the road too long and the weather too hot for us to argue this question.

Not alone has wealth been produced from the soil, but land values have grown as well. When this industry was begun ten years ago there were no fixed values to land here. Men traded on farms often thinking they had made a good swap if they got a team and wagon for a quarter section of land with a house and some improvements. What has happened? A hundred dollars an acre is not regarded high for land with an orchard near Siloam and some land has been sold for three hundred an acre. With the advantages of climate, health, water and fruit growing possessed by this locality there is no reason why these lands in a few years should not be worth as much as the fruit lands of California which rate from five hundred to two thousand dollars per acre. Everything in fruit grown in this latitude is successfully grown here and the variety grown is so great that failure is impossible. In all the small fruits which grow to highest perfection there never has been a failure.

Strawberries, gooseberries, blackberries, raspberries and dew berries are regular and profitable crops. The greatest of these is the strawberry, which as a commercial crop on this road, had its beginning at Siloam Springs, this city claiming the honor of first shipping these berries in car load lots. The business has grown until now from Siloam to Neosho there is an acreage of 3,000 acres and car load shipments of 300 to 400 car loads annually. This one industry gives employment to 20,000 people and brings in a revenue of about a quarter million dollars.



## The K. C. S. Peach Excursion of July 18, 1905.

A party of about one hundred land explorers, mainly from Iowa, Northern Missouri, Minnesota, Illinois and Kansas, started on July 18th to visit DeQueen, Horatio and Lockesburg, Ark., with a view to inspect the country and incidentally gain some information concerning the commercial handling, packing and shipping of the peach crop in this section of the country. The excursion was made under the auspices of the Kansas City Southern Land and Immigration Company of Kansas City, Mo., Mr. Martin Gauldin, manager, being in charge of the party and looking after their comforts. On arrival at DeQueen the excursion was tendered a fine reception by the citizens of that enterprising little city. All the vehicles in town were at the disposal of the visitors, and every opportunity was given to thoroughly inspect the fine orchards, farms and commercial truck gardens in the vicinity. Music by the band and addresses by the visitors and the residents were much in evidence and within an hour after arrival everybody from afar felt very much at home. At Horatio a day was spent in going over the great orchard of the Southern Orchard Planting Company, who have here three thousand acres in peaches. The visitors were very cordially received by the citizens of Horatio and during their stay had a most enjoyable time. At Lockesburg, Ark., on the DeQueen & Eastern Railway, the whole party was entertained at a barbecue, and of complimentary speeches there was an abundance. The better part of a week was consumed in examining the lands in the vicinity of Lockesburg and in general the visitors were much pleased with the country. A large number of them expressed their intention of locating in Sevier County during the present year and are now engaged in arranging their affairs at home to that end. According to present indications there will be many new faces in Lockesburg, DeQueen and Horatio, within a year.

Peaches are ripe about the middle of July in Sevier County, Arkansas,

and the country adjacent to Horatio, DeQueen and Lockesburg is where these fruits are grown. Sevier County has in cultivation about 7,000 acres in peaches, of which 3,000 acres are in one orchard at Horatio; 65 acres in apples, 50 acres in strawberries and blackberries, 200 acres in potatoes, 70 acres in tomatoes and several hundred acres more in cantaloupes, cabbages, cucumbers and other truck. DeQueen alone ships a hundred car loads of fruits and truck per year.

On the way to DeQueen the excursion passed through fruit lands for many miles, such as the great apple orchards near Neosho, Mo., and Gravette, Sulphur Springs, Decatur, Gentry and Siloam Springs, in Arkansas, which places also produce hundreds of carloads of fine strawberries, blackberries, raspberries, cherries, etc., etc., and also the orchards near Mena, Grannis, Cove, Ark., and other places. Great as this fruit and truck industry is, it is only a small part of the resources of the section of country which was visited by this excursion.

Adjacent to Lockesburg, DeQueen and Horatio and in other parts of Sevier County are seventy-five thousand acres of choice improved and unimproved lands, rich river bottom lands, fertile uplands and cut over timber lands, suitable for all agricultural and horticultural purposes. The bottom lands produce from 50 to 75 bushels of corn, and from one bale to one and one-half bales of cotton per acre. They also produce magnificent crops of alfalfa and other forage crops, as well as sugar cane. The uplands produce from 25 to 40 bushels of corn and from 2-5 to 4-5 of a bale of cotton per acre. Oats, barley, wheat, rye, alfalfa, sorghum and all domestic grasses and forage plant, yield bountiful crops. The uplands are among the finest fruit and truck lands in the United States and the ordinary field crops yield as well as anywhere. It is an excellent country in which to raise economically fine horses, cattle, hogs and sheep.

The prices of these lands range from \$5 per acre to \$25.00, and the lands are for sale on moderate terms.

At the present time there is no section of country that presents better opportunities for securing a home at a very moderate price, presents better opportunities for business of any legitimate kind and is more pleasant to live in than Sevier County. The present population of Sevier County is about 20,000. DeQueen, the county seat, has about 4,000 inhabitants. Lockesburg and Horatio, about 1,000 each, and eleven other towns and villages from 250 to 500 each. The taxable property in the county is valued at \$3,000,000. Sixty-five schools are maintained and the school population is about 6,000. In the northern part of the county, near Gillham, are valuable

deposits of lead, zinc and slate, which are being developed, and in other sections are beds of coal and asphalt. At DeQueen and Horatio are very large sawmills, employing a large number of men. The newcomer in Sevier County will have very little if any pioneering to do. He can get lands in any desired condition of improvement and at almost any price suited to contents of his pocketbook. Schools, churches, railroads, good trading towns, newspapers and good country roads are already there. The market for Sevier County fruits has been established and the sale of every product is assured. Special information concerning Sevier County may be had by addressing the Kansas City Southern Land and Immigration Company, 201-2 Beals Bldg., Kansas City, Mo.

## Mena, Polk County, Arkansas.

The city of Mena has now 5,107 people, all of whom have settled there in the last seven years. It is 380 miles south of Kansas City and is a freight and passenger division point on the Kansas City Southern Railway. The monthly payroll of Mena is about \$40,000, derived from various sources. The city has an electric light system, telephone service and a perfect and complete water works system. The water is piped from springs in the mountains and is a gravity system, the pressure in the main part of the city being 100 pounds per square inch. It has, as a matter of fact, the conveniences incident to a larger city. Among the local institutions are seven churches, graded public schools, two academies, a public library, two banks, five planing mills, two wholesale houses, a considerable number of retail firms and a business men's club. During 1904, the city population increased by 529 new residents, and 115 families were settled on the adjacent farms. The improvements made during 1904 consist of two cotton gins, a brick yard, fruit packery, a school building costing \$10,000, two large brick business buildings and more or less extensive street improvements. The number of resi-

dence buildings has been largely increased, and nearly all of the later buildings are attractive structures.

The business of Mena depends upon its manufactures, largely lumber, the mineral resources, lead and zinc mines and slate quarries in course of development, and the agricultural resources. The cotton crop handled at Mena varies between 5,000 and 6,000 bales, and large quantities of fruit, berries, truck, eggs and poultry and live stock, which are marketed at this point. The various ores, such as lead, zinc, iron, manganese, etc., have been developed to the point where they yield revenue, and several fine quarries of slate are in regular operation. Oil, asphalt and coal indications have been found in many places and pine timber and hardwoods, consisting of oak, hickory, gum etc. are very abundant. The raw materials are present in ample quantity and variety, for cotton mills, oil mills and compresses, furniture factories, fruit box and barrel factories, creameries, ax handle factories, lath mills, etc.

The production of corn, oats, wheat, sweet potatoes, melons, peaches, berries and commercial truck generally is large and is profitable.

Mena is much visited by health and pleasure seekers during the summer months. Its altitude 1,400 feet above sea level, gives it a delightful climate all the year around. The nights are always refreshing, a blanket being needed for comfort every night in the year. The scenery at and surrounding Mena is picturesque and highly attractive. Medicinal springs are numerous in the vicinity and are extensively used by those familiar with their properties. Mena and

Polk County are growing rapidly, and their attractions are sufficient to hold the man who is looking for a business opening, a place of residence, a farm, an orchard, or a stock ranch. A new railway, now being built to the slate quarries, will make readily accessible large quantities of very cheap land, and the newcomer in Arkansas will do well to visit Mena while searching for a new home.

## The Utilization of Waste Products.

There is hardly anything in the economy of nature which cannot be turned to practical account for the use of man. In the manufacture and preparation of raw materials there has always been more or less waste which, for years and years, failed of utilization. With the advance of modern industrial chemistry much of this waste has been turned to practical account and almost daily new uses are found for products heretofore deemed worthless.

The shavings and saw dust of the pine saw mills have been for years used in part as fuel for the machinery and the remainder burned or hauled away. The waste products of the hardwood mills could be burned to ashes and the ashes yielded a considerable quantity of potash, or they could be carried through a process of destructive distillation and could be made to yield acetic acid, wood alcohol and other products. The bark was useful for tannic acid. The ashes made a good fertilizer and the charcoal from the destructive distillation was also useful. The pine saw dust yields no fertilizer worth considering and for many years it was considered utterly worthless, except for the comparatively small quantity which could be utilized as fuel.

Within the last two or three years methods have been found by which the shavings can be converted into an excellent quality of paper. A large paper mill has been established at Orange, Texas, which now turns out a first-class wrapping paper. The theory of the process is simply to boil the sawdust or shavings in a strong solution of soda or

potash, which combines with the pitch, turpentine, etc., and forms a soap. This soap, being soluble in hot water, is washed out, leaving a fine clean fiber from which the paper is made in the ordinary way. The pine soap is then carried to the adjacent chemical works, where the pitch, turpentine, etc., are separated from the soda and are utilized in various ways. At Lake Charles, La., is a factory where the stumps, slabs, saw dust are put through a process by which the turpentine, rosin and other products are extracted. An analysis of yellow pine saw dust gives gas, camphor, wood alcohol, turpentine, creosote, acetic acid, oxalic acid and some thirty or forty oils which could be used for various purposes as well as for making soap. Indeed, the saw dust piles scattered along the railroads in Arkansas, Texas and Louisiana would furnish soap stock enough to last the nation a hundred years. The by-products, which can be extracted from a ton of saw dust, it is claimed, have a money value exceeding the value of the lumber from which the saw dust was derived.

Another by-product available in unlimited quantity is the common cornstalk deemed absolutely worthless. Important uses have been found for it as shown by Mr. C. M. Gussner in a recent article in the Scientific American:

"After extensive and elaborate experiments by the government, it has been discovered that cellulose in considerable quantities may be extracted from corn stalks, and the industry promises to grow to gigantic proportions almost at once.



Cellulose, as is well known, is the essential constituent of the framework or wall-membrane of all plant cells. It is a secretion from the contained protoplasm, but in the advancing growth of the plant the walls become incrustated with resin, coloring matter, etc. It composes the cells of wood as wax composes the cells of a honeycomb. Cellulose, by reason of its peculiar properties, is being largely introduced into ship building, as due to its property of swelling rapidly when wet, it prevents leakage through holes below the water line. Up to the present century the only available material from which cellulose for this purpose could be prepared in sufficient quantities was the cocoanut shell. The ground fiber of the cocoanut shell with a small percentage of the original fibre constituted the cellulose of commerce. This wonderful material possesses the property of swelling rapidly when wet and is very light. It is practically free from danger of fire, burning very slowly, and with great difficulty when compressed. In France experiments made by firing a 10-inch shot through a mattress of cellulose demonstrated that the fibers came together and swelled so rapidly that only three gallons of water passed through the aperture, and in a short time the hole was closed entirely. Cellulose was first used in ship building in 1884, but it obtained favor so rapidly that in 1890 the French introduced it into some forty vessels of their navy, and in the same year its use was ordered as a means of protection in the construction of ships in Russia, Holland, Japan and Greece, as well as in the American navy. It was soon demonstrated that the supply of cocoanuts in the world was far too small to furnish the cellulose demanded

for warships alone, and search was made for a more plentiful and cheaper material. The Cramp Ship Building Co. spent years in trying to find a substance that would serve the same purpose, and at last discovered it in such abundance that the question of supply was forever settled. Corn stalk, which the farmer has been throwing away as waste, was found to contain in its pith the very best material in the world for making cellulose. Almost immediately arrangements were made to build large factories in different parts of the country where corn was the staple crop. Three such factories have already been established in this country and two in Europe. This corn pith, for ages considered worthless, has been found to contain not only cellulose to be used for protecting ironclad vessels, and preventing them from sinking in case their shell is punctured below the water line, but also from it can be made smokeless powder, dynamite, and other high explosives, fine art paper, varnish, kodak films, car box packing, filler, water proof cloth, linoleum, imitation silk, patent leather finish, face powder, silicate packing, and a hundred other by-products the despised corn stalk was never dreamed to contain. The outer lining, that which contains the pith, is made into a substance which is used to adulterate flour, also as a cattle food, a poultry fattener, and egg producer. Some of it will be made up into candy, part into coloring dyes, and other properties have been discovered which make it one of the most useful substances the earth produces. It will add thousands of dollars to the crop receipts of farmers, which is almost entirely clear gain, since the product utilized is only that which was considered worthless.

### **The Lowest Round Trip Rates Ever Made from the Northern States**

To Southwest Missouri, Arkansas, Indian Territory, Louisiana and Texas will be in effect on October 3rd and 17th, November 7th and 21st, December 5th and 19th, 1905, for tickets, with 21 days' limit, and privilege of stopovers on both going and return trip at all points en route south of Kansas City. If you are interested, write to the undersigned for complete information.

S. G. WARNER,  
G. P. & T. A., K. C. S. Ry., Kansas City, Mo.

## Industrial Notes.

**BEAUMONT, TEX.**—The Beaumont shingle and Lumber Mfg. Co. has been chartered and will soon erect a mill. About fifty men will be constantly employed.

**De QUEEN, ARK.**—The city council has now under consideration the question of granting a water works franchise. Excellent artesian water is found within the city limits. The county commissioners have accepted the plans for the new Sevier county court house. Eleven carloads of peaches and heavy shipments of peaches by express left here during the peach season for the Northern markets. Large quantities of peaches were used by the local canneries. Some of the growers realized as much as \$200 per acre.

**FORT SMITH, ARK.**—Land has been recently purchased here for the establishment of a walnut lumber mill. About \$75,000 will be invested in the enterprise.

**GENTRY, ARK.**—The fruit shipments for the season of 1905 amount to 19,200 crates of strawberries, 6,000 crates of blackberries and raspberries. The apple crop is yet to be marketed. The egg shipments during the last six months amounted to 3,000 cases of 30 dozen each, and the poultry shipments during the same time amounted to 80,000 pounds. Six thousand acres are now planted in tree fruits at this point.

**GRAVETTE, ARK.**—While boring a well at this point, a deposit of lead ore from ten to twelve feet thick, at a depth of 100 feet, was passed through. Other borings are to be made to ascertain the extent of this deposit.

**HATFIELD, ARK.**—The peach crop in this neighborhood amounted to about 2,000 bushels, or 6,000 crates, and was profitably marketed. Several new brick buildings are now in course of erection.

**LAKE CHARLES, LA.**—The Lake Charles Chemical Company, which is working up the waste products of the sawmills, is now shipping a superior quality of turpentine in large quantities.

**MARBLE, I. T.**—A barrel, tub and bucket factory will be established here at an early day. A lime kiln, to work up the waste products of the marble quarry will be in running order within the next ninety days.

The first carload of marble blocks was shipped to Kansas City by the Southern Marble Company on September 2d, 1905. This initial carload is the forerunner of thousands of carloads to follow as the quarries are developed.

**MENA, ARK.**—A deposit of asbestos has been recently discovered at Mount Ida, in Montgomery county adjoining. Mr. E. C. McCutchan has purchased a lot on which will be erected a new laundry. W. E. Livey, of Texarkana, has recently purchased the ground required for a box and crate factory, same to be erected immediately. Construction on the Mena & Eastern Railway is now being vigorously pushed and within a few months the mines and slate quarries will be within easy reach.

**PITTSBURG, KAS.**—The water works system of Pittsburg is now being greatly enlarged. During the month of July there have been placed on the county records real estate transactions amounting to \$902,720. The property which changed hands is classified as follows: Real estate, county \$443,390, Pittsburg city property \$428,137; other town property \$31,183. Of the real estate outside of the towns \$438,700 was for coal lands and only \$4,690 for farm property.

**POTEAU, I. T.**—Mr. W. T. Banks, the inventor of a new explosive called "sugar powder," is now negotiating with the Commercial Club for a suitable site for a factory.

**SILLOAM SPRINGS, ARK.**—Mr. A. J. Johnson, representing an Eastern firm, has shipped from here his thirteenth carload of poultry. During the last four months Mr. Johnson has paid out for poultry in Silloam Springs \$20,000, or \$5,000 per month. The firm represented by Mr. Johnson has shipped through Kansas City, during the last four months, 56 carloads of poultry.

**TEXARKANA, TEX.**—Texarkana will soon be supplied with a very cheap fuel. A company with \$100,000 capital is now developing the lignite beds located thirty miles west and will manufacture briquettes, for which purpose the lignite is reported as being well adapted. A new sewer pipe and tiling plant, costing \$200,000, is to be established here at an early day. About 100 to 150 men will be employed in the new plant.

# RELIABLE INFORMATION

## ABOUT THE KANSAS CITY SOUTHERN COUNTRY

If you desire special information concerning any section of country along the line of the K. C. S. Ry., if you want information concerning the quality and value of lands, the possibility of profitable farming, fruit growing, stock raising, truck raising, or the opportunities for business awaiting you, or if you are looking for resorts for pleasure or health, write to any of the addresses given below and a prompt reply is assured.

### GENERAL FARMING LANDS.

Beaumont, Tex.—Oswald Realty Co., C. L. Nash Co., W. D. Wilson Development Co., A. R. Hare.  
DeQueen, Ark.—C. P. Brown, W. A. Craig.  
Drexel, Mo.—C. E. Faulkner & Co.  
Gentry, Ark.—C. C. Lale.  
Grannis, Ark.—J. H. Orr.  
Gravette, Ark.—J. T. Oswalt.  
Horatio, Ark.—W. W. Millwee.  
Joplin, Mo.—Marion Staples.  
Kansas City, Mo.—E. O. Haight, 553 Gibraltar Bldg.  
Kansas City, Mo.—Kansas City Southern Land and Immigration Co., 201-202 Beals Building, 9th and Wyandotte Streets.  
Leesville, La.—J. W. Dennis, W. A. Martin.  
Marble City, I. T.—E. Bee Guthrey.  
Mena, Ark.—G. B. Dennis, S. B. Shrewsbury.  
Neosho, Mo.—T. P. Anderson, J. M. Z. Withrow.  
Port Arthur, Tex.—Geo. M. Craig.  
Sallisaw, I. T.—J. E. Chriss.  
Siloam Springs, Ark.—Dunlap & Son.  
Shreveport, La.—Wm. Hamilton & Co., S. B. Simon Real Estate Co., J. G. Paty.  
Texarkana, Texas—O. P. Taylor & Co., G. Less & Co., Texarkana Real Estate Co.  
Waldron, Ark.—Forrester Duncan Land Co.  
Westville, I. T.—R. H. Couch.

### RICE LANDS, FOR SALE AND FOR RENT. OIL LANDS.

Lake Charles, La.—North American Land & Timber Co.  
Port Arthur, Tex.—Jan Van Tyen.  
Nederland, Tex.—A. Burson.  
Beaumont, Tex.—Oswald Realty Co., W. D. Wilson Investment Co., A. R. Hare.

### TIMBER LANDS AND MILL PROPERTIES.

Lake Charles, La.—North American Land & Timber Co.  
Shreveport, La.—J. G. Paty.

### U. S. GOVERNMENT LANDS.

Arkansas—F. S. Baker, Receiver, U. S. Land Office, Harrison, Ark.; E. A. Schlicker, Receiver, U. S. Land Office, Camden, Ark.  
Louisiana—U. S. Land Office, Natchitoches, La.  
Missouri—G. A. Raney, Receiver, U. S. Land Office, Springfield, Mo.

### CHEROKEE AND CHOCTAW INDIAN LANDS.

Sallisaw, I. T.—K. & A. V. Land Co.  
Westville, I. T.—R. H. Couch.  
Spiro, I. T.—Indian Territory Investment Co.

### DEALERS IN FRUIT AND TRUCK LANDS.

De Queen, Ark.—C. P. Brown, W. A. Craig.  
Grannis, Ark.—J. H. Orr.  
Horatio, Ark.—W. W. Millwee.  
Kansas City, Mo.—E. O. Haight, 553 Gibraltar Bldg.  
Kansas City, Mo.—Kansas City Southern Land and Immigration Co., 201-202 Beals Building, 9th and Wyandotte Streets.  
Gentry, Ark.—C. C. Lale.  
Siloam Springs, Ark.—Dunlap & Son.  
Texarkana, Texas—O. P. Taylor & Co., Texarkana Real Estate Co., G. Less & Co.

### BUSINESS LOCATIONS.

Write to S. G. Warner, General Passenger Agent, Kansas City, Mo., for copy of "K. C. S. Opportunities for Business," or write to any of the commercial associations named below.  
Beaumont, Tex.—Chamber of Commerce, H. G. Spaulding, Secy.  
DeQueen, Ark.—Improvement Club, F. L. Mallory, Secy.  
Fort Smith, Ark.—Commercial Club, E. B. Miler, Secy.  
Gentry, Ark.—Commercial Club, Leo A. Moore, Secy.  
Horatio, Ark.—W. W. Millwee.  
Lake Charles, La.—Board of Trade, H. B. Milligan, Pres.  
Leesville, La.—W. A. Martin, Mayor.  
Mansfield, La.—Progressive League, J. F. McFarland, Secy.  
Town of Mena, Ark.—C. C. Palmer, Mayor.  
Neosho, Mo.—Commercial Club, Lee D. Bell, Secy.  
Poteau, I. T.—Poteau Improvement Co., Ed. McKenna, President.  
Port Arthur, Tex.—Chamber of Commerce, Tom W. Hughen, Secy.  
Sallisaw, I. T.—Western Land and Immigration Co.  
Shreveport, La.—Progressive League, A. R. Holcombe, Secy.  
Siloam Springs, Ark.—Commercial Club, D. Zimmerman, Secy.  
Texarkana, Tex.—Commercial Club, J. Hucksins, Jr., Secy.  
Zwolle, La.—Bank of Zwolle.

### HEALTH AND PLEASURE RESORTS.

Neosho, Mo.—Spring City Hotel, Central Hotel, Southern Hotel.  
Noel, Mo.—City Hotel.  
Siloam Springs, Ark.—Commercial Club, John Ewing House, Cottage Hotel.  
Sulphur Springs, Ark.—Church & Paul.  
Port Arthur, Tex.—Jan Van Tyen.  
Lake Charles, La.—Board of Trade.  
Small Game, Quail, Rabbits, Squirrels, etc.—Merwin, Amoret, Hume, Stotesbury, Oskaloosa, Asbury, Neosho, Goodman, Lanagan, all in Missouri.  
Wild Turkey, Quail, Prairie Chickens, Rabbits, Squirrels, etc.—Sulphur Springs, Siloam Springs, Ark., Stilwell, Redlands, Poteau, I. T.  
Deer, Bear, Turkeys, Raccoon, Opossum and Smaller Game—Rich Mountain, Mena, De Queen, Hatfield, Grannis, Horatio, Ravanna and Janssen, Ark., Texarkana, Texas, Mooringsport, Shreveport, Mansfield, Many and Leesville, La., and Beaumont, Tex.  
Ducks and Waterfowl in Season—Poteau, I. T., Mooringsport, Shreveport, Mansfield, Leesville and Lake Charles, La., and Beaumont and Port Arthur, Tex.  
Black Bass, Trout, Croppie, Perch, Catfish—Amoret, Asbury, Neosho and Noel, Mo., Siloam Springs, Ark., Westville, Stilwell, Redland, Poteau, I. T., Mena, De Queen, Rich Mountain, Ravanna, Janssen, Ark., Texarkana, Tex., Mooringsport, Shreveport, Mansfield, Leesville, Many, Lake Charles, La., Beaumont, Tex.  
Tarpon, Sea Trout and Salt Water Game Fish—Port Arthur, Tex.



## KANSAS CITY SOUTHERN RAILWAY CO.

J. A. EDSON, President.  
W. COUGHLIN, General Manager.  
E. E. SMYTHE, General Freight Agent.  
H. A. WEAVER, Assistant General Freight Agent.

S. G. WARNER, General Passenger and Ticket Agent.  
N. D. BALLANTINE, Superintendent Transportation.  
J. W. METCALF, Supt. (N. Div.) Pittsburg, Kas.  
T. E. JARRETT, Supt. (S. Div.) Texarkana, Texas.

GENERAL OFFICES, KANSAS CITY, MO.

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J. A. EDSON, President.  
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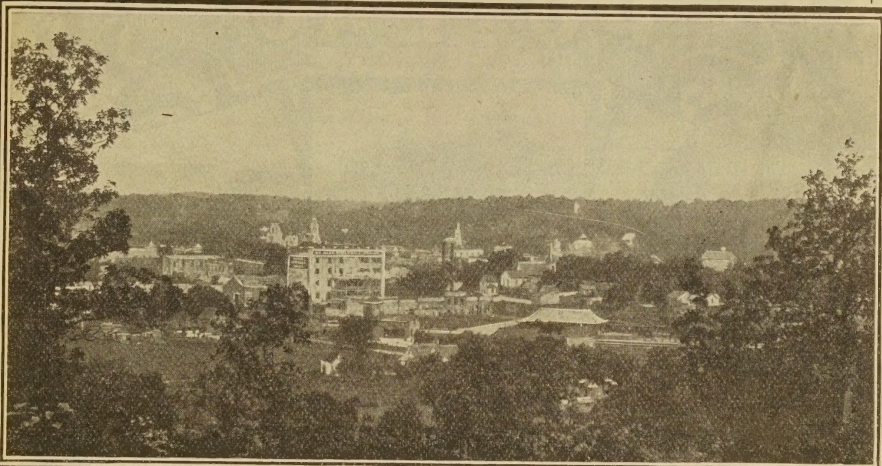
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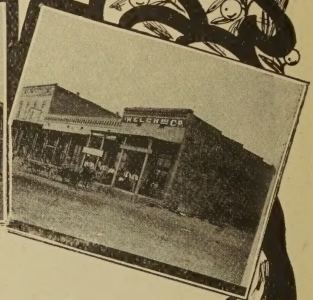
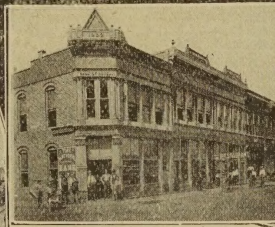
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We have one large and two small coal mines, two cotton gins, one saw mill, one planing mill, one handle factory, one brick yard producing building, paving and fire brick, two banks, and nearly all other things belonging to a thriving energetic town. We need a canning factory, wagon factory, bent wood factory, and any other industry that can work up a bountiful supply of the finest timber in the world.

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